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TOWN OF BARRHEAD

General Municipal Plan 1980



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SEP 23 1987

"THE TOWN OF BARRHEAD GENERAL MUNICIPAL PLAN BY-LAW"

A by-law to adopt the General Municipal Plan for the Town of Barrhead.

WHEREAS the Council of the Town of Barrhead has appointed a Planning Committee and Alberta Municipal Affairs, to prepare a General Municipal Plan to

TOWN OF BARRHEAD

General Municipal Plan

1980

WHEREAS This committee has prepared this General Municipal Plan on the basis of surveys and studies of land use, population growth, the economy, basic, transportation and recreational needs, public services and other such relevant factors;

WHEREFORE the Council of the Town of Barrhead under the authority of Section 58(1) of the Planning Act, 1977, as amended, hereby enacts as follows:

1. This by-law may be cited as "The Town of Barrhead General Municipal Plan By-law."

2. The General Municipal Plan of the Town of Barrhead attached

Prepared by the Barrhead Planning Committee:

3. This by-law may be amended by By-law in accordance with the

Richard Brecht

Dr. Abe Harder

Frie Bredo

Lorna Kallal

Jiggs Geisinger

Dave Nicol

Dr. Charles Godberson

Keith Ritter

John Sawka

and

Read a first time the 12th day of May, 1980.

Read a second time the 24th day of June, 1980.

Read a third time the 24th day of June, 1980.

**Boyd Oberhoffner, Project Planner
Municipal Planning Section,
Planning Services Division,
Alberta Municipal Affairs.**

BY-LAW

MUNICIPAL ADMINISTRATION

TOWN OF BARRHEAD

General Municipal Plan

1980

Prepared by the Barrhead Planning Committee:

Richard Bracht
Fris Brede
Jiggs Geisinger
Dr. Charles Godderson
John Savva
Dr. Abe Harber
Lorne Kallal
Dave Nicol
Keith Ritter

and

Boyd Oberholzer, Project Planner
Municipal Planning Section,
Planning Services Division,
Alberta Municipal Affairs.

"THE TOWN OF BARRHEAD GENERAL MUNICIPAL PLAN BY-LAW"

A by-law to adopt the General Municipal Plan for the Town of Barrhead.

WHEREAS the Council of the Town of Barrhead has appointed a Planning Committee and Alberta Municipal Affairs, to prepare a General Municipal Plan to describe the manner in which the future development or re-development of the Town of Barrhead may best be organized and carried out; and

WHEREAS This committee has prepared a General Municipal Plan on the basis of surveys and studies of land use, population growth, the economic base, transportation and recreational needs, public services and other such relevant factors;

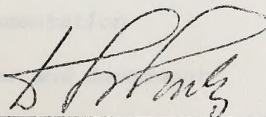
THEREFORE the Council of the Town of Barrhead under the authority of Section 59(1) of the Planning Act, 1977, as amended, hereby enacts as follows:

1. This by-law may be cited as "The Town of Barrhead General Municipal Plan By-law."
2. The General Municipal Plan of the Town of Barrhead attached hereto as Schedule "A" to this by-law is hereby adopted.
3. This by-law may be amended by by-law in accordance with the Planning Act.

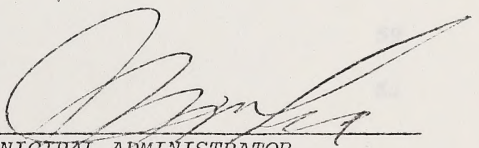
Read a first time the 12th day of May, 1980.

Read a second time the 9th day of June, 1980.

Read a third time and finally passed this 9th day of June, 1980.



MAYOR



MUNICIPAL ADMINISTRATOR

THE TOWN OF BARRHEAD GENERAL MUNICIPAL PLAN NO. 1950

A plan to adopt the general municipal plan for the town of Barrhead. The Council of the Town of Barrhead has appointed a Planning Commission and a Public Hearing Committee, to prepare a general municipal plan to describe the manner in which the future development or re-development of the town of Barrhead will be organized and carried out, and

the Commission has prepared a general municipal plan on the basis of surveys and studies of land use, population growth, the economy, roads, transportation and recreational needs, public services and other

such relevant factors. The Council of the Town of Barrhead, under the authority of Section 55(1) of the Planning Act, 1957, as amended, hereby enacts as follows:

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1. The general municipal plan of the town of Barrhead attached hereto as Schedule "A" in this by-law is hereby adopted.
2. This by-law may be amended by by-law in accordance with the Planning Act.

Read a third time this 25th day of May, 1950.

Read a third time and adopted without amendment this 25th day of June, 1950.

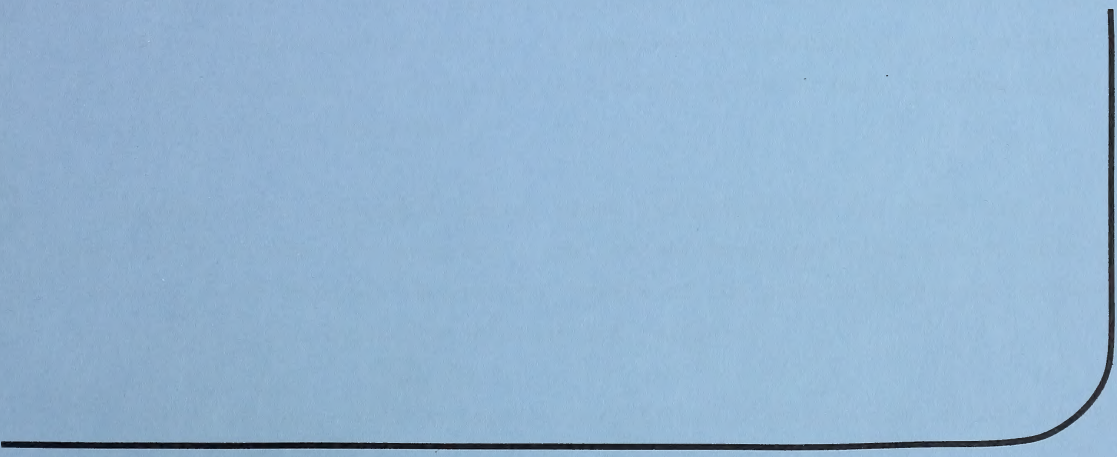
SCHEDULE "A"

TOWN OF BARRHEAD GENERAL MUNICIPAL PLAN

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Basis And Purpose Of The Plan





Quality public and recreation facilities and town services in Barrhead have helped attract a growing population over recent years. The Provincial Government's departmental decentralization to Barrhead, in conjunction with the location of County offices and facilities, have enhanced Barrhead's position as a regional market centre. As such, there exists excellent business opportunities for the local entrepreneur. It is anticipated that Barrhead will continue to have gradual increases in population in the immediate future and that growth will be sustained.

The recent annexation of lands for residential and industrial purposes, together with several existing land use issues have prompted Council to take a long range view of overall development, both existing and anticipated, in Barrhead. Thus to plan and accommodate these developments, Council has decided to develop a planning framework for the Town as the basis for future development decisions. This framework will be the General Municipal Plan.

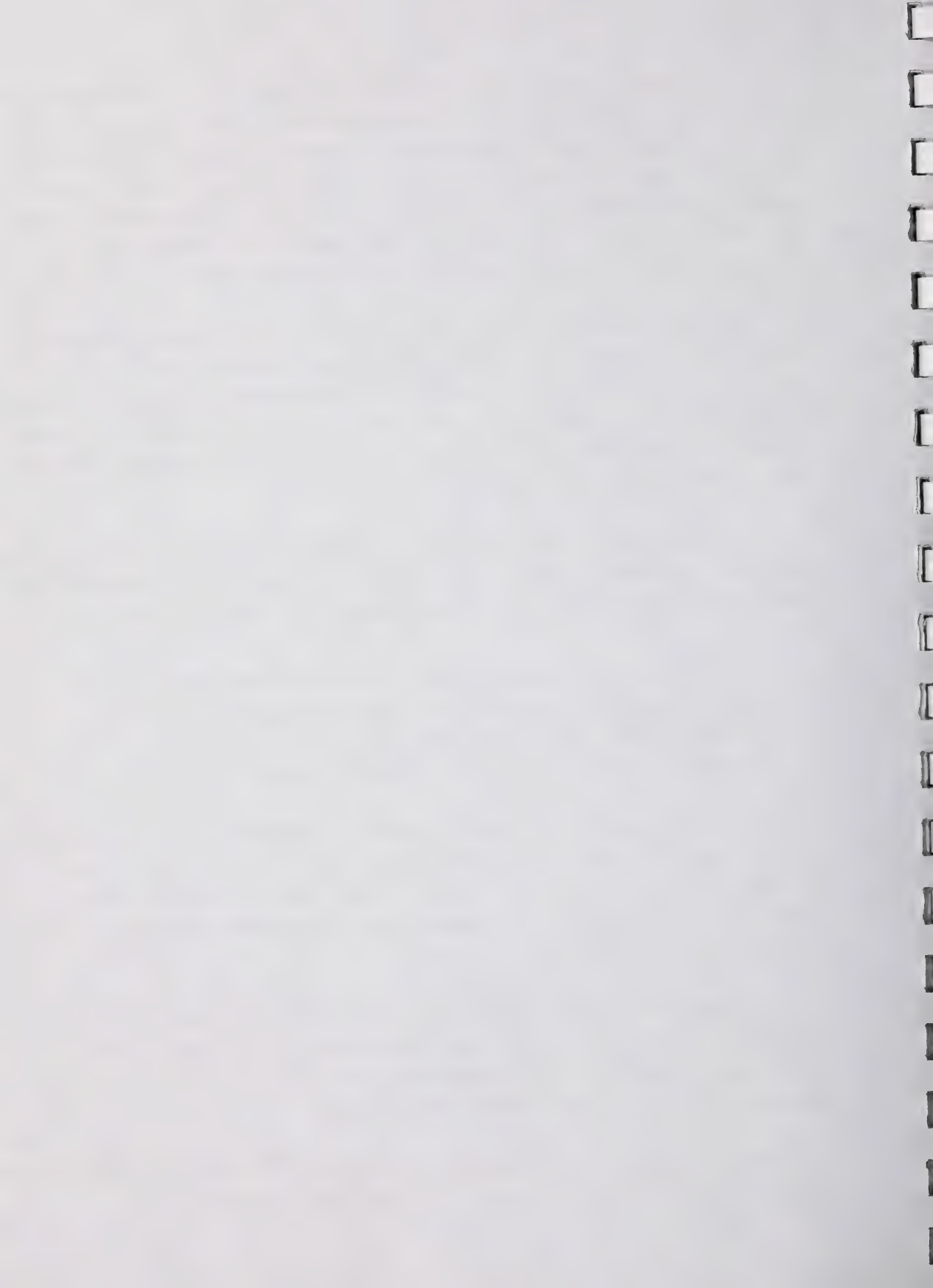
The Barrhead General Municipal Plan is essentially an issue-oriented policy plan. As a statement of the Town's intentions, it sets out the policies of the Town to achieve its stated goals and objectives. The aim of the plan is to provide:

1. a framework in which public and private decisions can be made;
2. policies to direct the present and future development of the Town;
3. guidelines for fringe developments; and
4. guidance in the implementation of a Land Use By-law.

The General Municipal Plan for Barrhead is intended to cover the planning period from 1980 to 2000. The plan is based on an extensive review of past trends and present activities in all aspects of community growth including population changes, land use, transportation, economic base, housing, public utilities and town services.

Changes are constantly taking place and priorities and goals are also subject to change. To be useful, the General Municipal Plan must be able to react to these changes. A periodic review of the plan is necessary to ensure policies and priorities are relevant and realistic.

The plan goals will be implemented through plan policies, a Land Use By-law, Subdivision and Area Structure Plans, and development permits.



Plan Goals, Objectives & Policies





Goal: To provide housing in a functional and attractive living environment within an affordable range of all households.



ISSUE I

It is important to preserve and protect the existing residential neighborhoods from the invasion of other uses that are not compatible with the residential environs and thus damaging the residential character.

ObjectivesPolicies

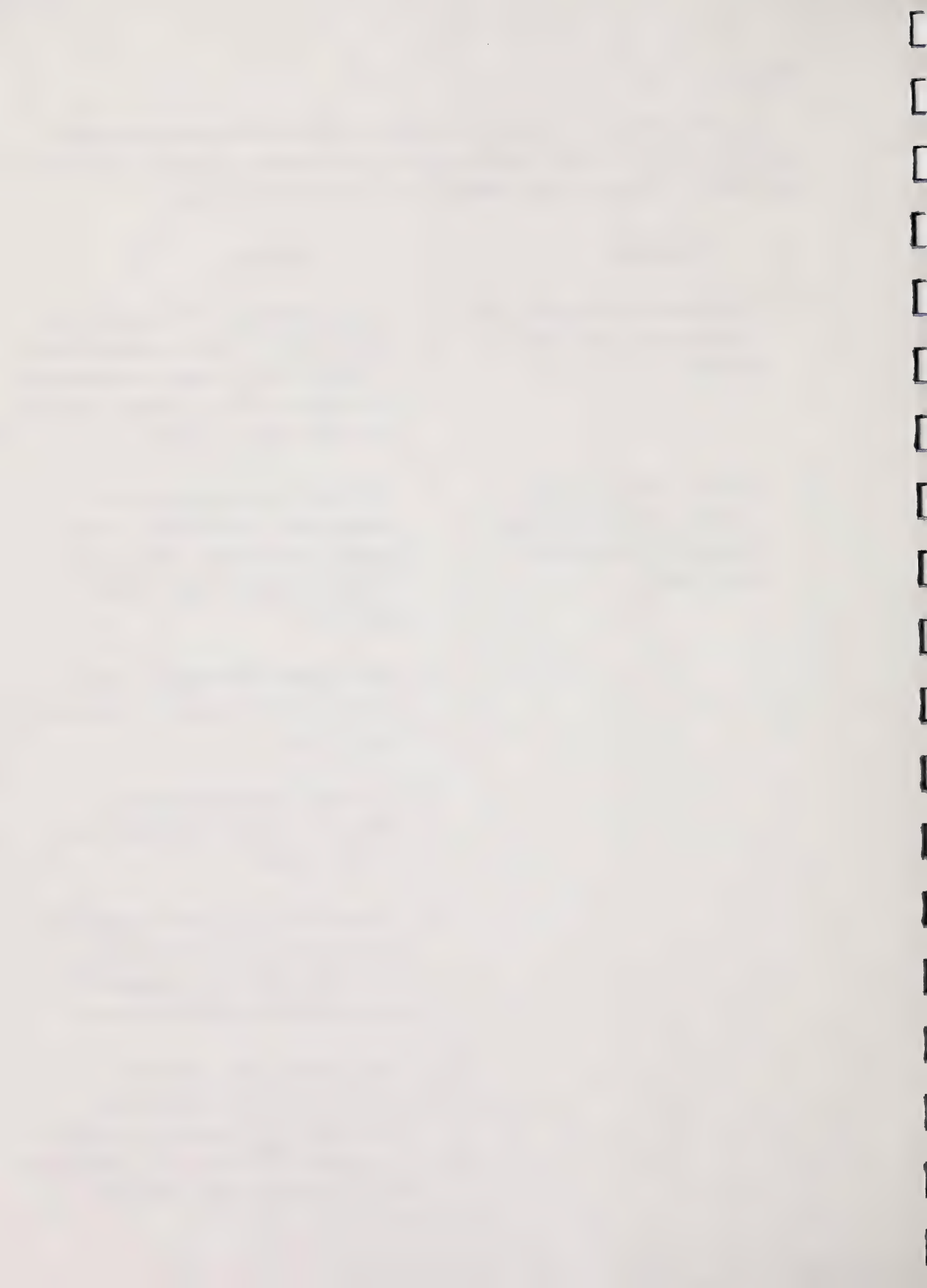
- | | |
|---|---|
| <p>A. To discourage any incompatible use in residential districts (e.g. businesses operating out of residences or on residential lots).</p> | <p>1. Non-conforming uses presently located in residential areas will not be allowed to expand, or if removed or destroyed, not allowed to re-establish on the original site.</p> |
| | <p>2. Non-conforming uses in residential areas are encouraged to relocate to the appropriate designated areas.</p> |
| <p>B. To rehabilitate older residential areas and where economically unfeasible, to redevelop.</p> | <p>1. Residents in older neighborhoods are encouraged to maintain their residences to the best of their economic and physical capability to preserve the value and character of their neighborhood.</p> |
| | <p>2. In cases of redevelopment, the Town will investigate programs, such as the Community Services Program of the Department of Housing and Public Works, to assist residents, financially or otherwise.</p> |
| | <p>3. Existing trees and landscaping will be preserved wherever possible, or where not possible, replaced.</p> |
| | <p>4. Redeveloped houses and/or lots will conform with the surrounding development.</p> |

ISSUE II

In 1979, 71% of all the housing units in Barrhead were detached single family dwellings. To maintain the existing low density character of Barrhead, this style of housing should remain as the dominant housing type.

ObjectivesPolicies

- | | |
|---|--|
| <p>A. To preserve and maintain the dominance of single family dwellings.</p> <p>B. To establish locational criteria and housing design standards for new single family areas.</p> | <ol style="list-style-type: none">1. In new residential subdivisions, at least 50% of all dwelling units shall be single family, unless the developer can provide there is a greater demand for other forms of housing.1. Innovation in the design of new subdivisions is encouraged. For example, curvilinear streets are favored to replace the old grid pattern.2. Single family dwellings will not front on arterial roads or commercial truck routes.3. A variety of housing styles is encouraged in each development and on each street.4. Sketches or architectural renderings for proposed housing developments must be submitted to and approved by the Town prior to development.5. Single family developments will adhere to the relevant policies contained in other sections of this Plan (Parks and Recreation, Transportation and Parking, Town Services and Utilities). |
|---|--|



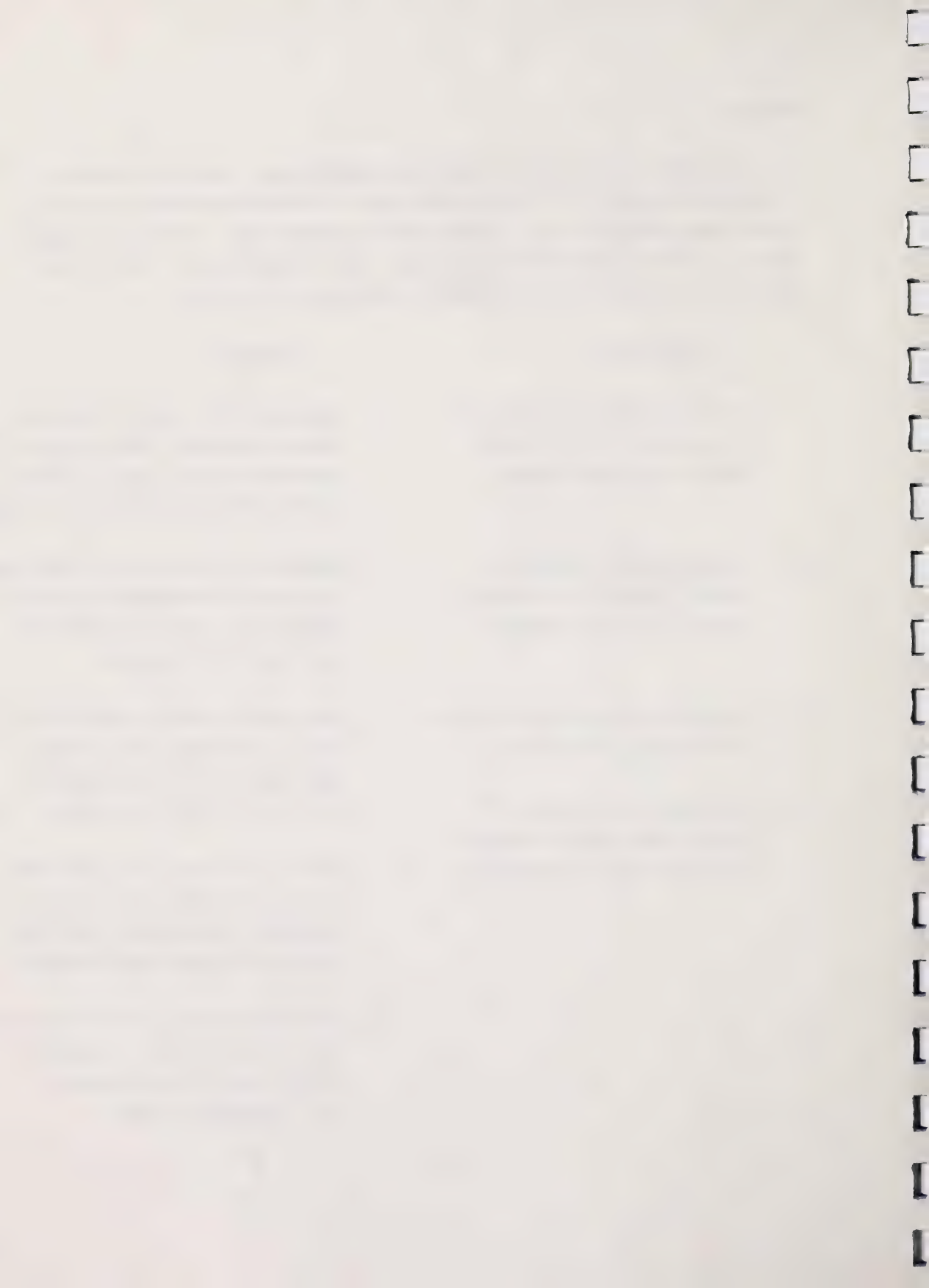
ISSUE III

With the continued rise of land and housing costs, there will likely be an increased demand for: a) alternate types of residential dwellings to the single family dwelling and b) more rental accommodation. Development guidelines for these alternative housing types must be identified to ensure these dwellings contribute to the residential character of the Town.

Objectives

Policies

- | | |
|---|---|
| <p>A. To ensure housing alternatives are provided for all income groups and tenancy styles.</p> | <p>1. Duplexes, four-plexes, rowhousing, walk-up apartments, mobile homes and modular housing will be encouraged as alternate forms of housing.</p> |
| <p>B. To permit some increase in present residential densities to meet new market demands.</p> | <p>2. Sketches or architectural renderings for proposed developments must be submitted to and approved by the Town prior to development.</p> |
| <p>C. To ensure areas are provided for multi-family accommodation.</p> | <p>1. Multi-family dwelling units shall refer to duplexes, four-plexes, rowhousing, walk-up apartments or buildings of a similar nature.</p> |
| <p>D. To establish locational criteria and design standards for multi-family developments.</p> | <p>2. The Town shall try to ensure that 15% of all dwelling units in new residential subdivisions are multi-family (see Future Land Use Map).</p> <p>3. Multi-family sites will be along or near collector roads to minimize traffic congestion and noise on local residential roads.</p> |



ObjectivesPolicies

4. Multi-family sites will be located near high use facilities, services, and/or open space areas (e.g. central commercial core, public facilities, parks and schools).
5. To avoid massive areas of multi-family dwellings which could significantly alter the residential character of the Town, a maximum of 3 acres (1.2 hectares) will be allowed for any one multi-family site.
6. Alternatives to street oriented multi-family developments will be encouraged (e.g. facing onto a central courtyard).
7. All multi-family developments will be in accordance with the Land Use By-law concerning:

access	on-site parking
densities	building height
servicing	sidewalks
recreation and open space requirements.	

E. To ensure areas are provided for mobile homes, both on a rental and owner-occupied basis.

F. To establish locational criteria and design standards for mobile homes.

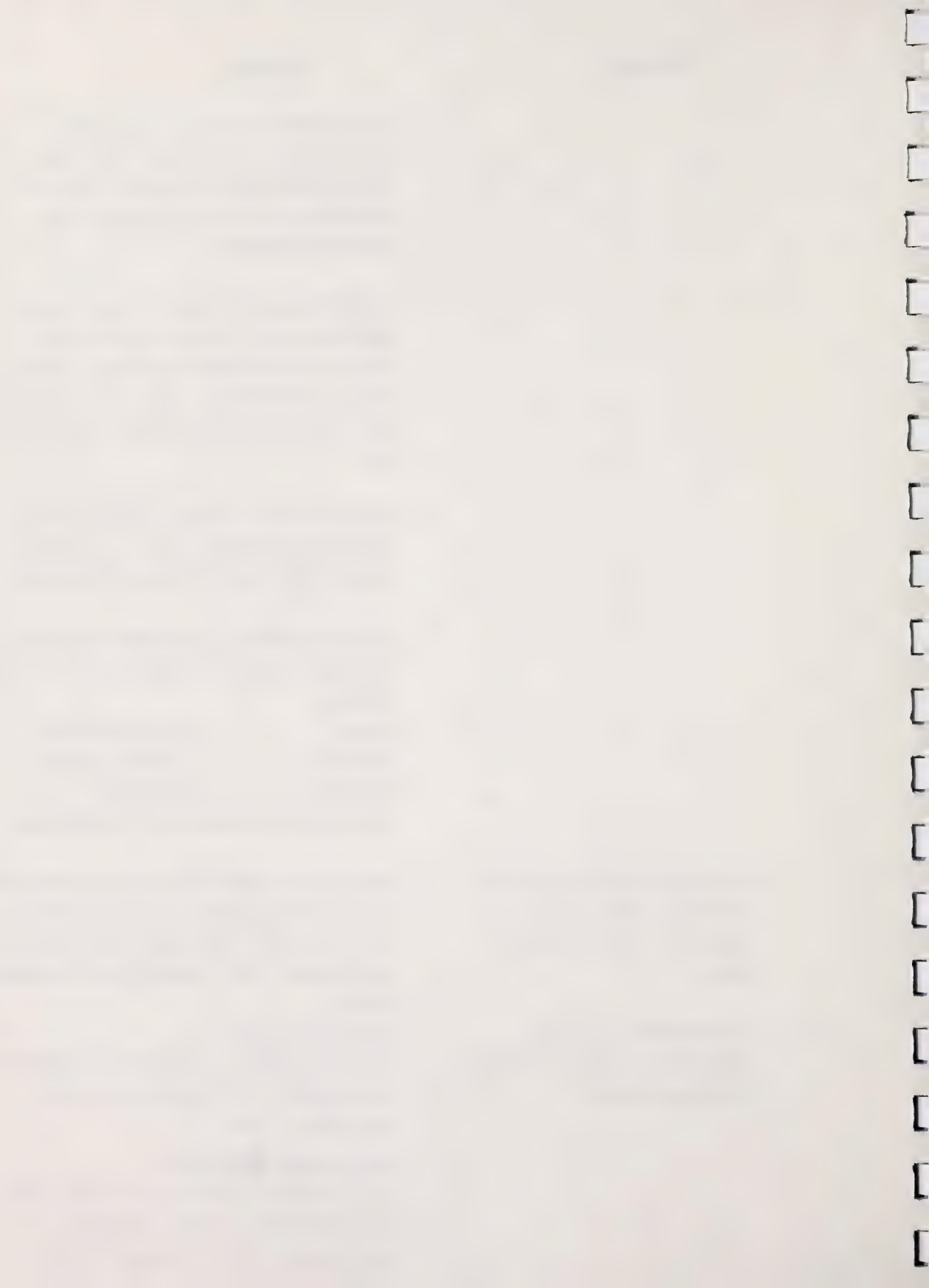
1. Mobile home subdivisions as well as parks, will be encouraged to be developed, to give the mobile home owner the choice of land tenure. The two are distinguished thusly:

Mobile Home Park -

the land remains as one parcel and stalls are available for rent to the mobile home owner; and

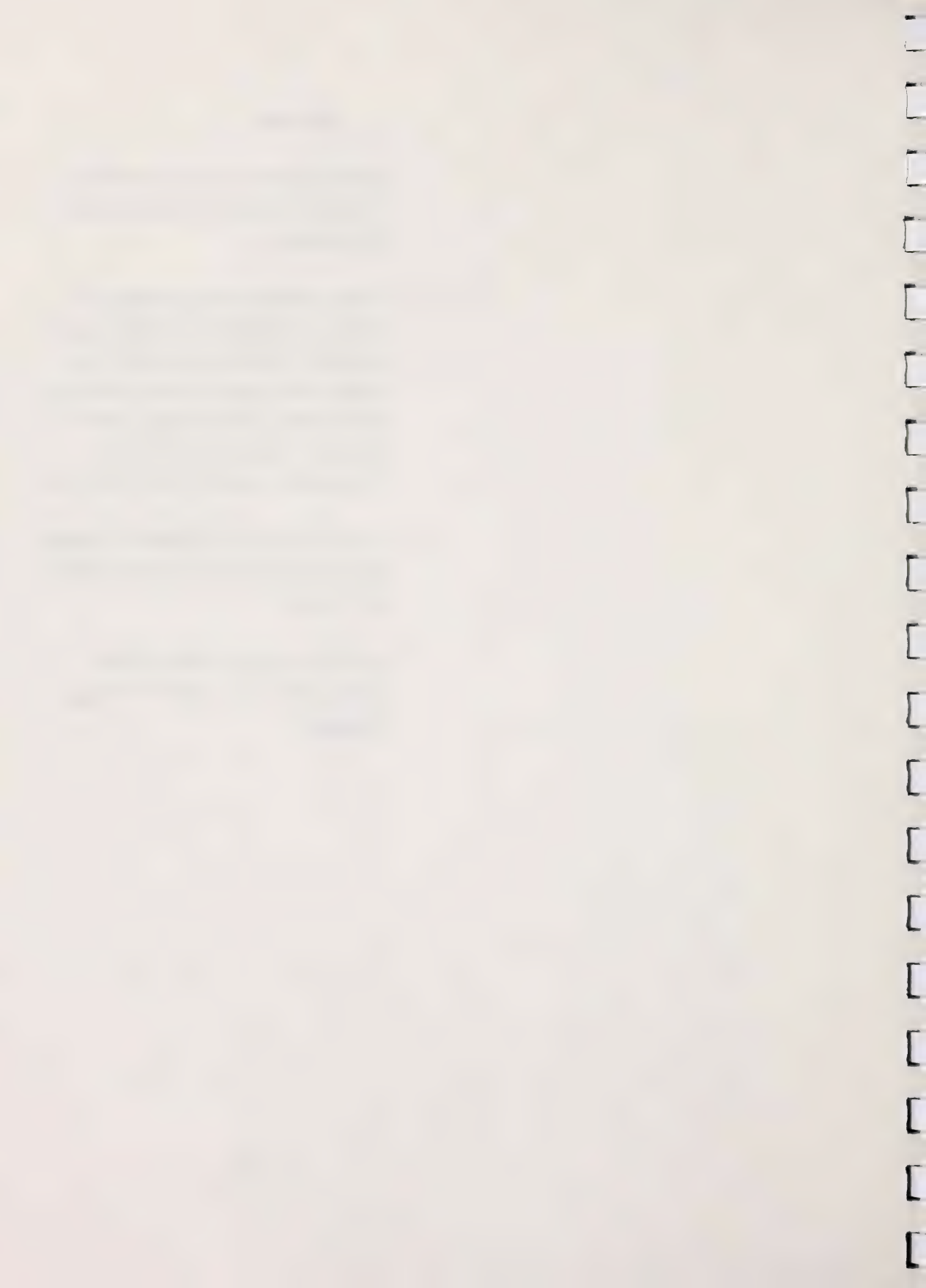
Mobile Home Subdivision -

lots are subdivided in accordance with standards and conditions designed for mobile homes and are available for purchase by the owner



Policies

2. Mobile homes will be located on land best suited to basementless development.
3. Those sections of the Land Use By-Law pertaining to mobile homes will be enforced to ensure that these areas are of a high quality development, have proper landscaping, open space, traffic circulation, parking and densities.
4. Provision shall be made for double wide mobile homes in parks and subdivisions.
5. Priority will be given to the development of a mobile home sub-division.



ISSUE IV

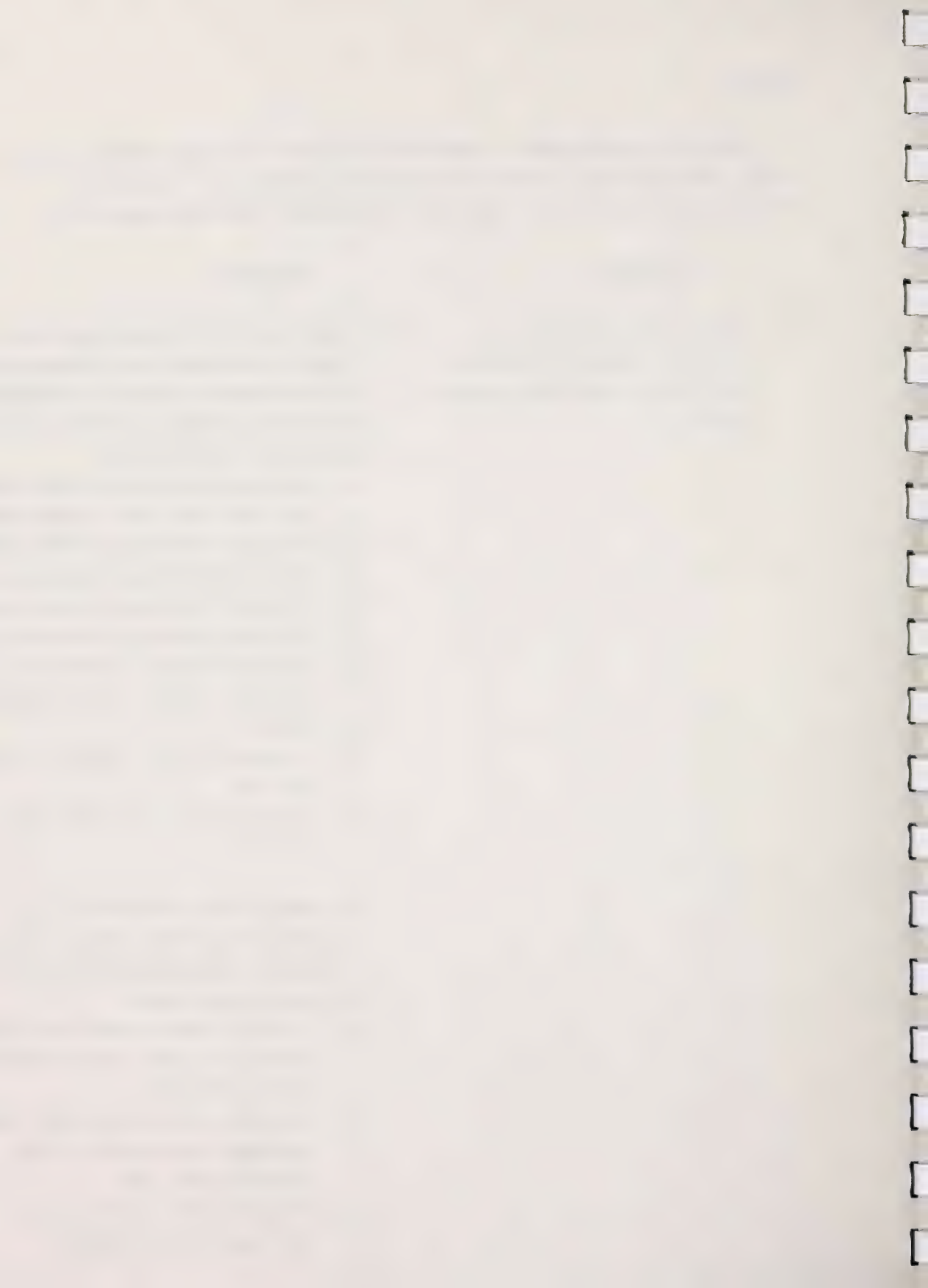
Barrhead is anticipated to continue in its role as an agricultural service centre. The population is expected to grow at a steady rate. Therefore, sufficient land must be made available to accomodate the future population.

Objectives

A. To ensure the provision of sufficient amounts of residential land to meet future housing needs.

Policies

1. Land capable of accommodating residential development will be protected for residential use well in advance of actual development. This involves holding as Urban Reserve:
 - a) 142 acres (56.8 ha.) in the S.E. 32
 - b) 142 acres (56.8 ha.) in the N.E. 29
 - c) 131 acres (52.4 ha.) in the S.W. 29
 - d) 48 acres (19.2 ha.) in the N.W. 20
 - e) 77 acres (30.8 ha.) in the S.E. 20
 - f) 66 acres (26.4 ha.) in the S.W. 21
 - g) 15 acres (6.0 ha.) in the S.W. 21 just north of the track (triangular piece).
 - h) 11 acres (4.4 ha.) (Block D) in the S.W. 28
 - i) 28 acres (11.2 ha.) (Block K) in the S.W. 28
2. To make the most efficient use of existing and extended utility systems, residential development will proceed on the following basis:
 - a) firstly, vacant subdivided residential lots and parcels within Town boundaries;
 - b) secondly, and in some cases concurrent with the above, Urban Reserve Land; and
 - c) thirdly, future annexed land for residential purposes.



ObjectivesPolicies

B. To keep lot prices at a reasonable level.

3. The Town will assess projected housing needs and try to ensure that there is more than ample serviced residential land to meet the demand for each year.
4. The Town will ensure that the expansion of new residential areas is based on factors of economy, convenience and efficiency. Developers will assume all applicable on-site costs for municipal services and roads and a proportionate share for all off-site costs for municipal services and roads.
5. If the Town foresees the need for additional land for residential purposes, application will be made for annexation. Sufficient time, being at least one year, will be allowed so as to avoid a tight market situation.
6. The direction of any future annexation will be dependent upon the ease of servicing and developing the land for residential purposes.
1. The Town will continue to actively pursue a residential land banking scheme.
2. To ensure adequate supplies of serviced land at a reasonable cost, the Town may leapfrog potential residential development areas.

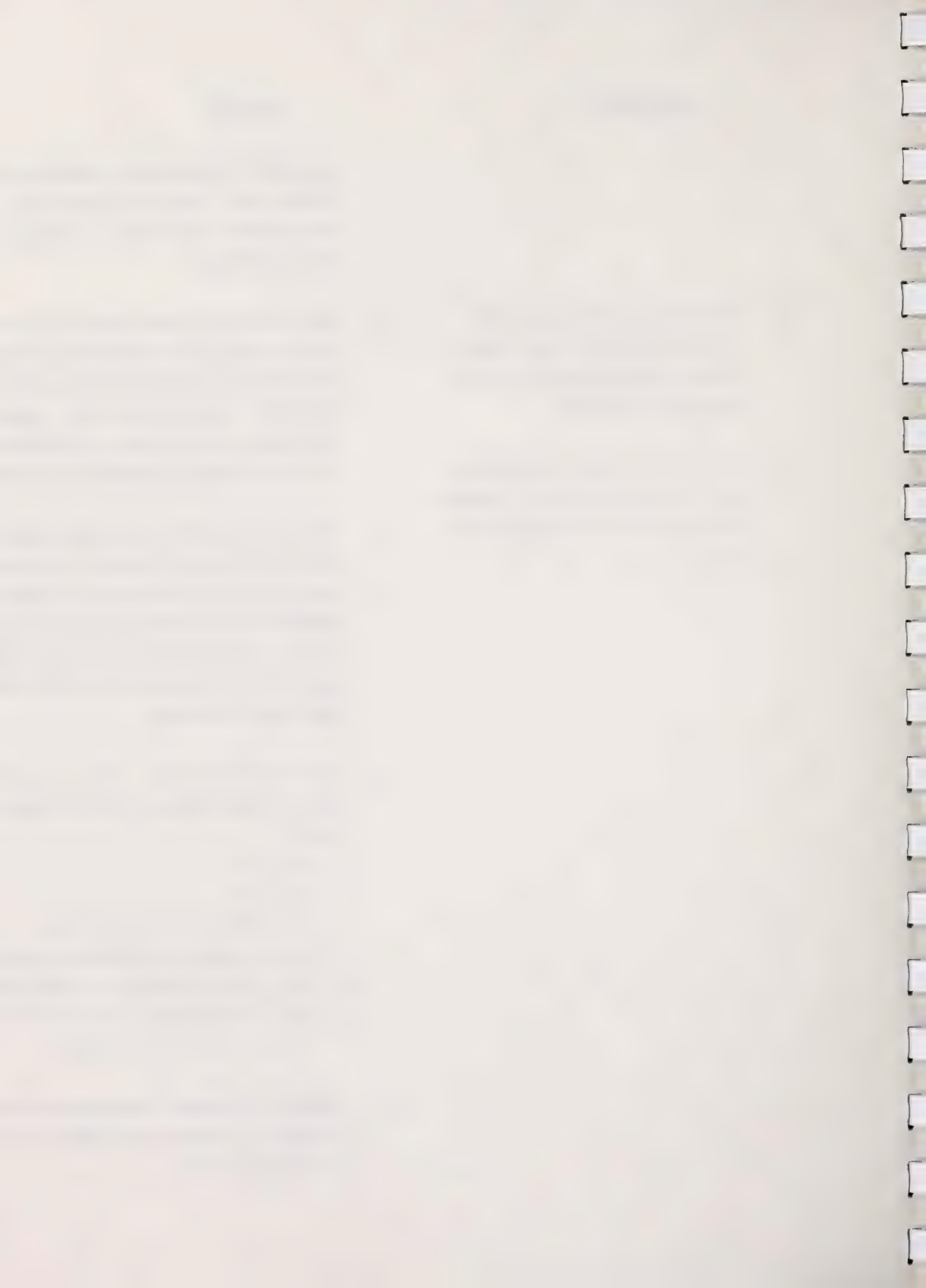


Objectives

- C. To achieve orderly and efficient development that makes the best use of physical and economic resources.
- D. To locate various residential uses in suitable areas, compatible with surrounding developments.

Policies

- 3. Innovative housing and subdivision design (e.g. zero lot lines) will be considered in order to reduce the cost of housing.
- 1. Area Structure Plans shall be prepared for all new development areas in order to properly define infrastructure requirements (e.g. roads, utilities) and provide a framework for more detailed subdivision plans.
- 2. Proposed Area Structure Plans showing the transportation network, proposed uses and their location, and intended phasing and servicing, will conform to the policies stated in this Plan and shall be submitted to the subdivision approving authority.
- 3. Area Structure Plans will be required prior to development of the following lands:
 - a) S.E. 32
 - b) N.E. 29
 - c) S.W. 29 (west of the ravine)
 - d) N.W. 20 (north of railway right-of-way)
 - e) S.E. 20 (if used for residential)
 - f) S.W. 21 (including the triangular piece north of the tracks)
- 4. Further development procedures will be available from the Development Officer at the Town Office.

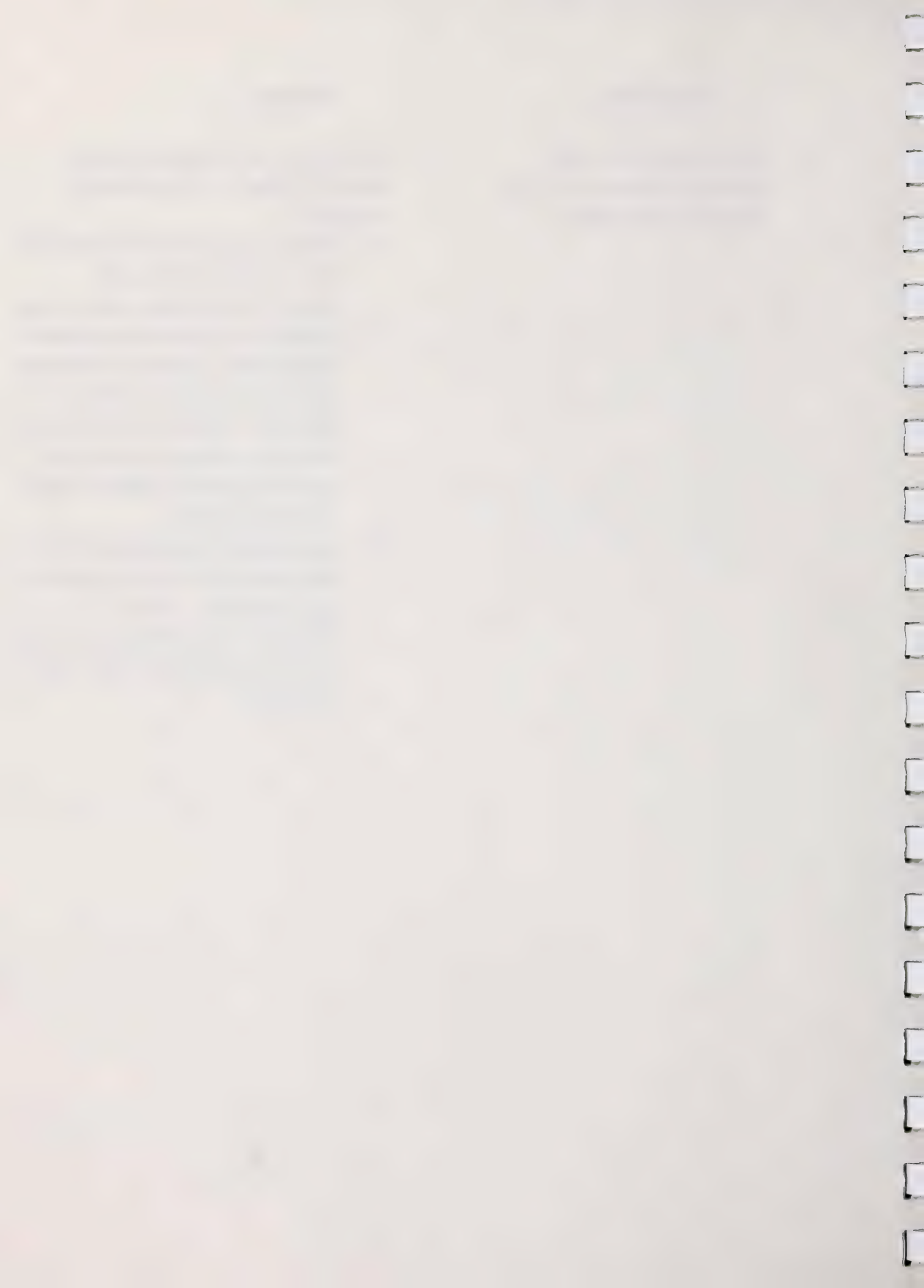


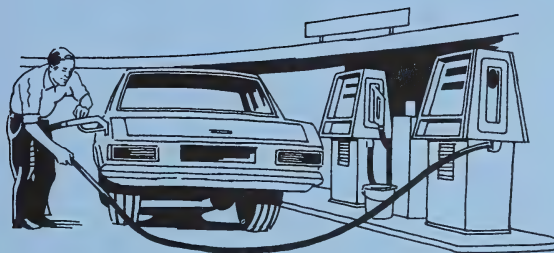
Objectives

- E. To encourage the most efficient phasing of residential development.

Policies

1. Phasing of new residential areas shall be based on the following criteria:
 - a) The new areas must be contiguous with previous development unless circumstances exist which prohibit contiguous development. Leapfrogging potential residential areas could be costly in terms of servicing and thus all possible avenues of resolving any development blockage should be investigated;
 - b) the proposed development shall not exceed the existing servicing capacities; and
 - c) utilities and roads must be able to be extended efficiently and logically.





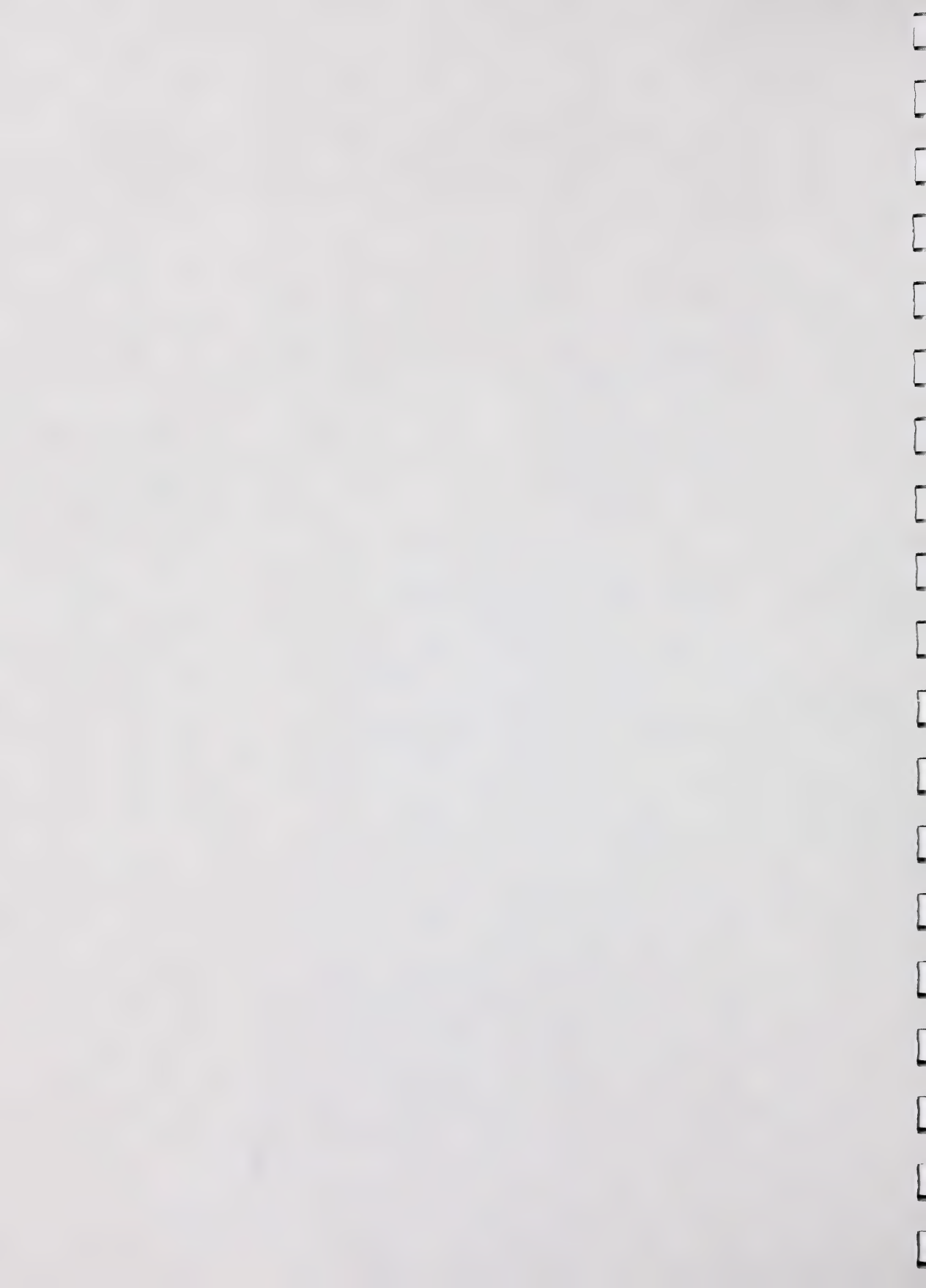
Goal: To maintain and strengthen the commercial activities in Barrhead to serve not only the local needs but the surrounding area as well.

ISSUE I

There are mixed commercial activities in the central core resulting in traffic congestion, lack of adequate parking and lack of development space for expansion. The various commercial activities should be distinguished and appropriately located.

ObjectivesPolicies

- | | |
|--|--|
| <p>A. To develop a commercial growth strategy.</p> | <p>1. The Town will be serviced by four types of commercial activities, namely:</p> <ul style="list-style-type: none"> a) C1 Retail commercial -
allowing for commercial outlets offering goods and services at the final consumer level (e.g. retail stores, personal-oriented services such as barber and beauty shops, etc.); b) C2 Secondary commercial -
allowing for heavier and larger space using commercial activities (e.g. automobile-oriented sales and services, repair or work shops in the plumbing or electrical trades, etc., warehouses and storage areas); c) C3 Highway commercial -
allowing for personal services adjacent to major routes entering the Town for uses generally serving the travelling public (e.g. drive-in restaurants, motels, self-serve gas stations, etc.); d) C4 Local convenience -
allowing for small neighbourhood convenience stores. |
|--|--|



ObjectivesPolicies

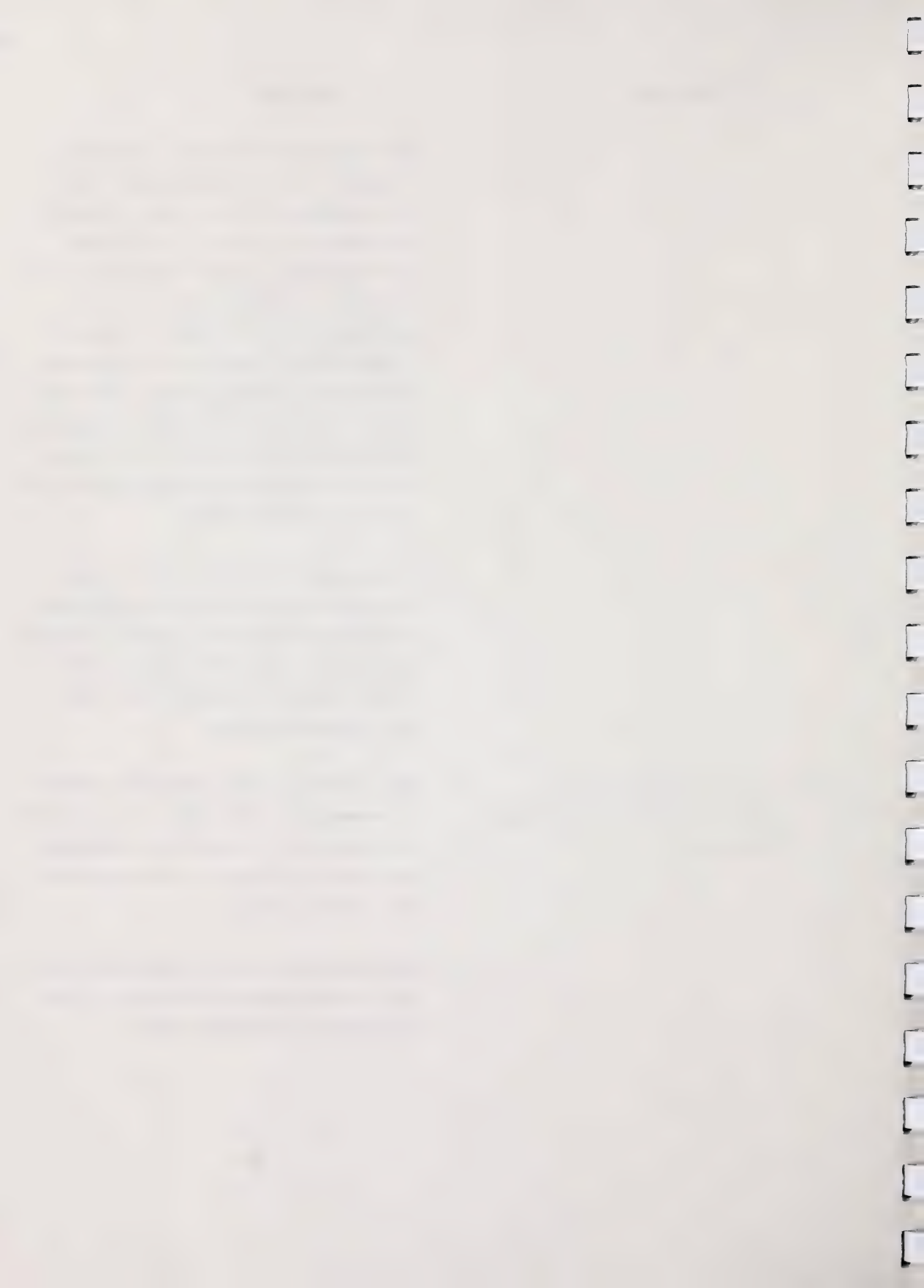
2. The Town will locate these land use districts so as to ensure that they can adequately fulfill their purposes. This means the Town will strengthen and expand the central commercial core; consider a shopping centre on the periphery of the core when there is a demonstrated need for such and when it does not adversely affect the core; locate secondary and highway commercial uses along arterial roads; and ensure that local convenience stores serve only local convenience needs.

3. In accordance with the Future Land Use Map, the Town will zone sufficient quantities of land for retail, secondary and highway commercial uses to meet future commercial needs of the Town and surrounding area.

B. To discourage any incompatible use in the commercial districts.

1. Non-conforming uses presently located in commercial areas will not be allowed to expand, or if removed or destroyed, will not be allowed to re-establish on the original site.

2. Non-conforming uses in commercial areas will be encouraged to relocate to the appropriate designated areas.

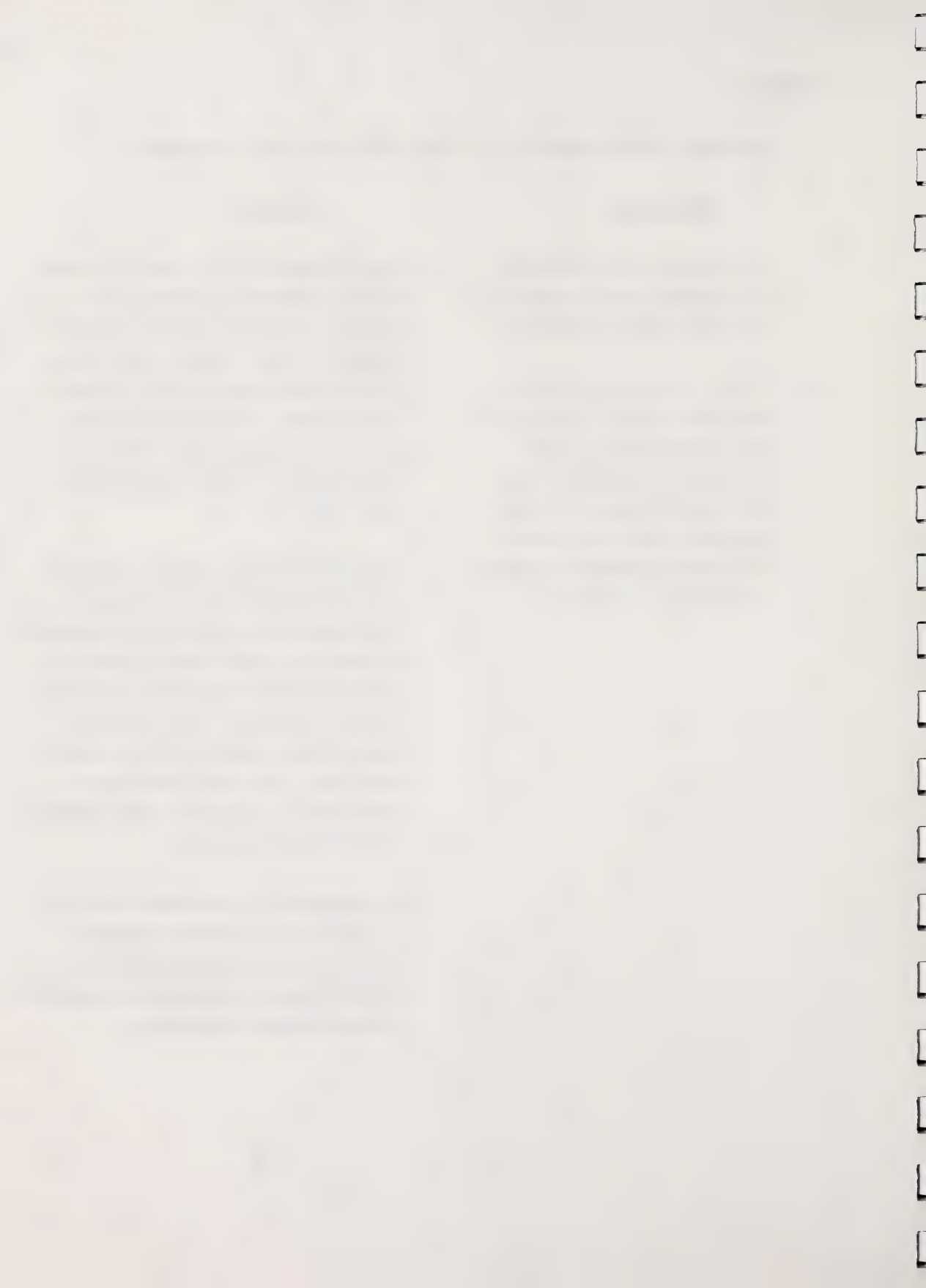


ISSUE II

The main business district is central but lacks room to expand.

ObjectivesPolicies

- | | |
|--|--|
| <p>A. <i>To preserve and strengthen the existing central core as the main business district.</i></p> <p>B. <i>To make the Central Business District a viable, attractive and lively place to shop through the rehabilitation and revitalization of older buildings, and the removal of buildings beyond the point of economic restoration.</i></p> | <p>1. <i>Reinforcement of the commercial core will be encouraged by the centralization of intensive service and retail commercial uses. Public facilities such as parks, public halls, government offices, cultural facilities and medical clinics will also be encouraged to locate in the commercial core.</i></p> <p>2. <i>The rehabilitation and/or redevelopment of deteriorating buildings in the commercial core will be encouraged to achieve a higher density development to better maximize the land for commercial purposes and to present a better visual identity of the commercial core. The store owners are encouraged to co-operate with downtown rehabilitation programs.</i></p> <p>3. <i>New residential development will not be allowed in the Central Business District. Non-conforming uses will be encouraged to relocate to the appropriate designated districts.</i></p> |
|--|--|



ObjectivesPolicies

4. The Town will enforce architectural controls regarding exterior appearance, form, scale, signs, etc. in order to enhance the appearance of the Central Business District. Sketches or architectural renderings must be submitted to and approved by the Town prior to development.
5. The Town will encourage the Chamber of Commerce to actively support and be involved in a program to improve the visual image of downtown. Such a program could include:
 - a) planting trees along 49A, 50th and 51st Streets;
 - b) installing garbage cans on the above streets;
 - c) installing bicycle stands;
 - d) painting parking stalls;
 - e) improving the appearance of the entrance to Town; and
 - f) hiring students during summer to maintain cleanliness of the Central Business District.

C. To provide sufficient space for the expansion of C1 activities.

1. The Town will rezone approximately 15.5 acres (6.2 ha.) of land adjacent to the core for C1 activities as per the Future Central Business District Map.
2. Development and expansion of the Central Business District, if demand warrants, will proceed as follows:
 - a) development and redevelopment of buildings and vacant lots along 49A and 50th Streets from 50th to 53rd Avenue;



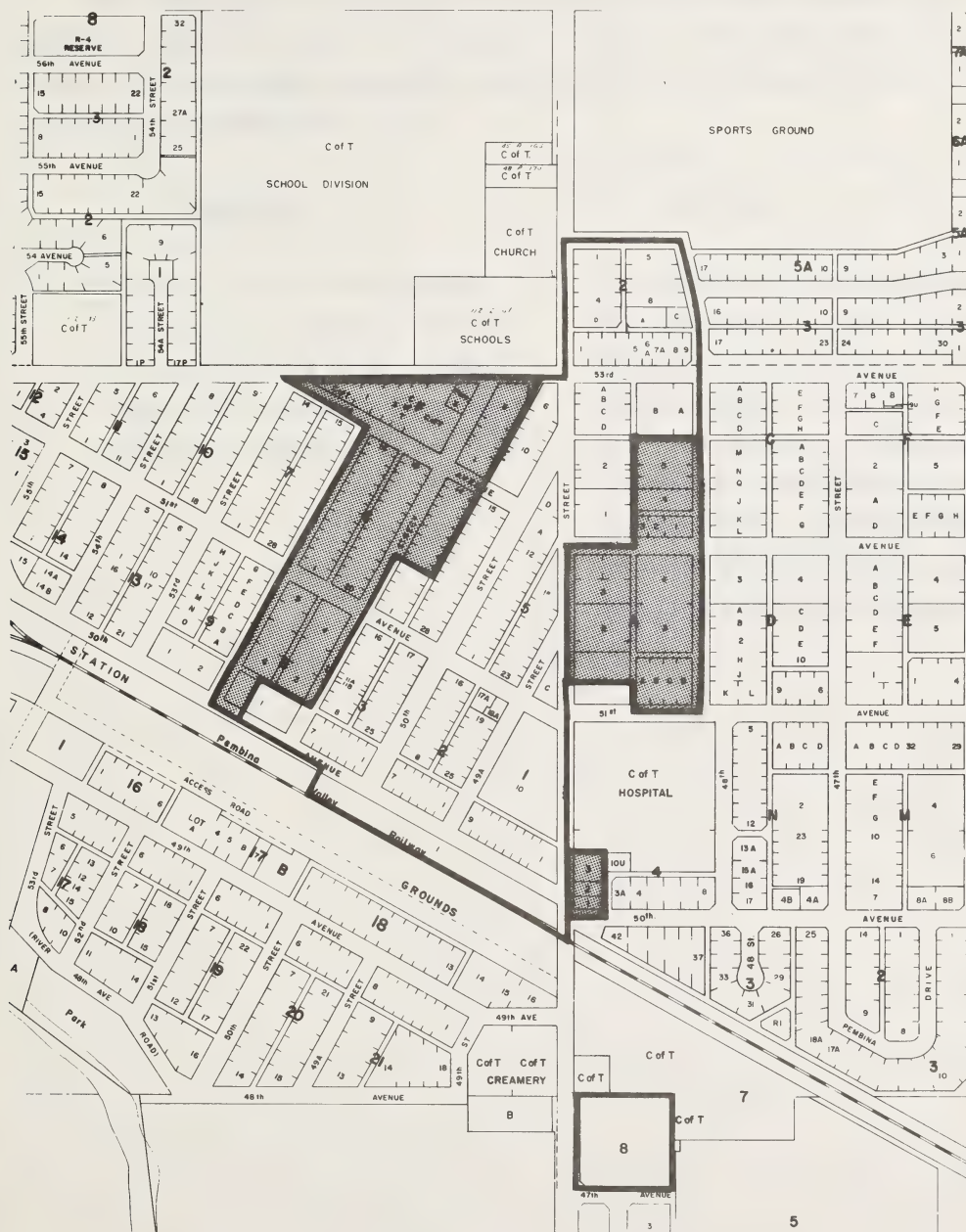
Policies

- b) concurrent with (a) above, development of vacant lots elsewhere in the C1 district; and
 - c) redevelopment of residential land to commercial use in the remainder of the C1 district.
3. To achieve the above, the Town will:
- a) enforce their Nuisance By-law for vacant or unsightly commercial properties, making the landowner responsible for their upkeep to the prescribed standard;
 - b) investigate alternative means and/or incentives to develop vacant commercial lots; and
 - c) encourage secondary commercial uses, such as automotive dealers and repairs, to relocate from the commercial core to a more suitable location, such as the Industrial Park.
4. The Central Business District will not be expanded beyond the proposed limits until it is almost completely developed.



TOWN OF BARRHEAD

Future Central Business District (C.B.D.)



Existing C.B.D.
Expansion Areas





ISSUE III

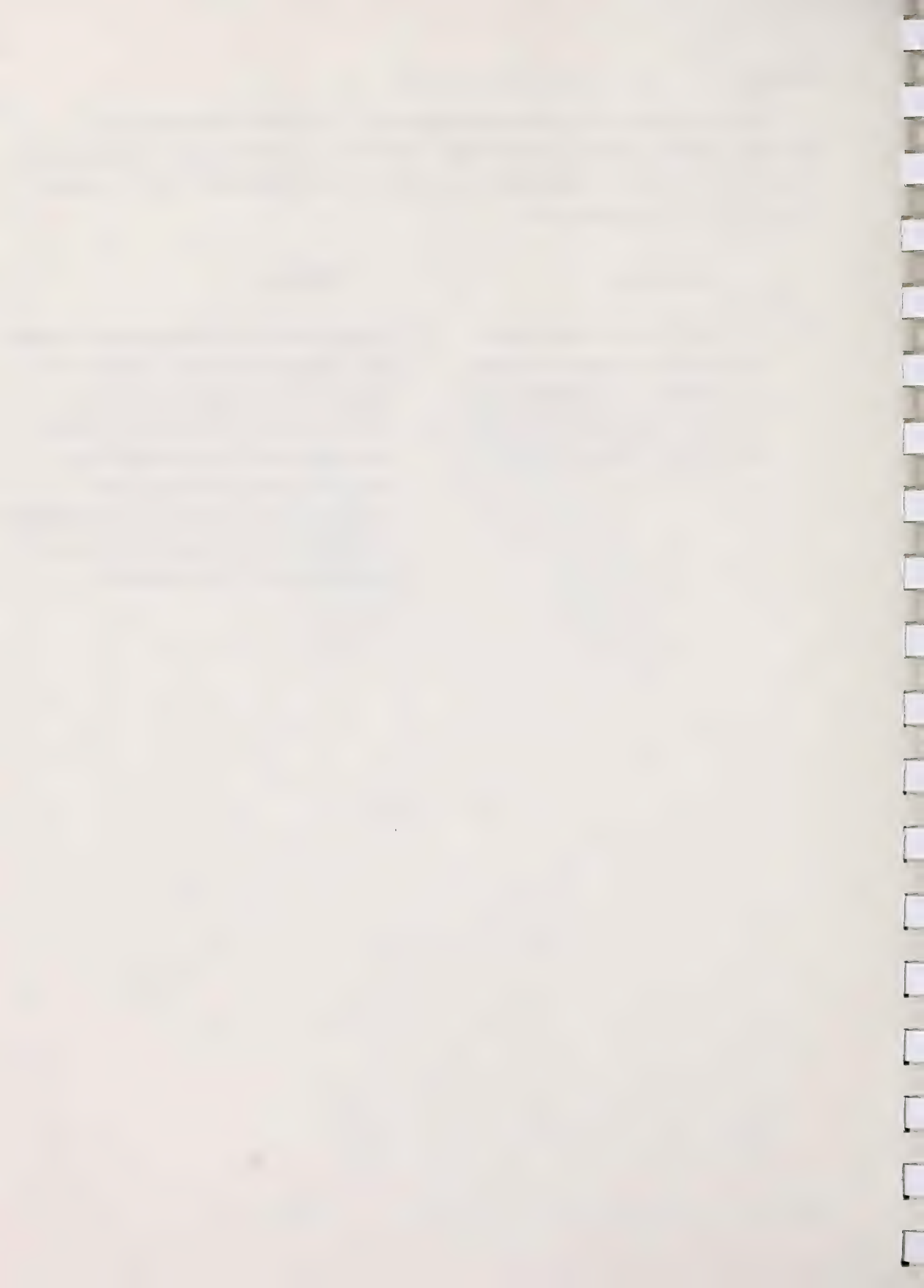
The development of a shopping centre will be given consideration as a possible required service for Barrhead. However, the development of a shopping centre could seriously jeopardize the ability of the commercial core to retain customers if prematurely built.

Objectives

A. To allow for the development of peripheral shopping centres in response to a demonstrated need while maintaining a strong and viable commercial core.

Policies

1. In considering any development proposal for a shopping centre, Council will require the developer to provide a market analysis which would include the need (demand), accessibility, population concentration, site serviceability, proposed establishments or firms in the shopping centre, and location within the community.



ISSUE IV

The Town requires land for other types of commercial uses.

Objectives

- A. To ensure sufficient quantities of secondary and highway commercial land.

Policies

1. The Town, in consultation with the Municipal Planning Commission, will try to ensure that commercial uses in the secondary and highway commercial districts do not compete with those in the retail commercial district.
2. Secondary commercial development will locate in areas within easy access of main transportation routes, without disturbing local traffic or disrupting the consistency or compactness of the central core.
3. The secondary commercial areas will be limited to services which are free of noxious odors, gases, smoke, dust, toxic emissions, and other polluting or aggravating agents.
4. In highway and secondary commercial districts, service roads will be supplied by the developer as part of each development.
5. Buffers between commercial uses and residential uses will be provided by developers of the commercial properties, to the specifications of the Municipal Planning Commission.
6. Land will be set aside and designated for secondary and highway commercial uses in accordance with the Future Land Use Map.

Objectives

- B. To allow for neighbourhood commercial facilities which do not compete with downtown facilities and serve only local needs.

Policies

1. Local convenience developments will be allowed to serve neighbourhoods located near the perimeter of Barrhead's corporate limits.
2. The location and size of local convenience areas will be such that they serve only local convenience needs.
3. Each local convenience site will be limited to a building not larger than 5,000 sq. ft. (464.5 sq. m.) gross floor area and on a parcel not larger than one acre (.4 ha.).
4. The timing for the construction of local convenience sites will be in co-ordination with residential in-filling.





Goal: To maintain Barrhead's position as a major agricultural service centre and to encourage a more diversified industrial economy.

To provide employment opportunities and increased tax revenues, the Town will have to diversify and expand its economic base by attracting industrial development.

Objectives

A. To attract and encourage industries to locate in Barrhead and district.

Policies

1. The Economic Development Board will be renewed as the main local body whose purpose it will be to attract and encourage new industries to locate in Barrhead and district.
2. The Town will consult and negotiate with the County of Barrhead to provide partial funding for the Economic Development Board.
3. The Economic Development Board will approach the resource people and investigate the various assistance programs and services of the relevant private, public and government agencies and departments.
4. The Economic Development Board will advertise once a year in the magazine Trade and Commerce.
5. The Economic Development Board will try to attract light and heavy industrial uses. Light industrial uses will refer to non-polluting manufacturing, processing and material handling industries (e.g. creamery, grain elevators). Heavy industrial uses will refer to processing and manufacturing industries, or uses which involve some sort of pollution (e.g. natural resource extraction industry, trucking firms).

ISSUE II

In order to expand its economic base, the Town requires land for industrial development.

ObjectivesPolicies

- | | |
|--|---|
| <p>A. To ensure the availability of land for future industrial development.</p> <p>B. To encourage industries to locate within the designated industrial district.</p> | <ol style="list-style-type: none">1. Uses on the N.A.R. station grounds will be restricted to shipping and receiving of agricultural goods (e.g. farm implements, fruit, grain, industrial machines and equipment).2. New industries locating in Barrhead will only be allowed to locate within the industrial park.3. The Industrial Park will be expanded north from the existing park to the Town's northern boundary (see Future Land Use Map).4. The Town will consider acquiring land in the new industrial area through an industrial land-banking program. One of the purposes of this is to allow land swapping in order to encourage non-conforming industrial uses located elsewhere to relocate into the industrial district.5. Industrial uses presently located in Town in non-industrial districts will not be allowed to expand or, if destroyed, will not be allowed to re-establish on the original site. |
|--|---|

ObjectivesPolicies

- C. To create an orderly and healthy industrial environment.
- D. To establish design standards for industrial development.

1. An Area Structure Plan for the new industrial quarter section (S.W. 33-59-3-W5) must be approved in principle by the subdivision approving authority prior to any industrial development on that land.
2. Innovation in the design of the industrial park is encouraged by means of street layout and lot sizes.
3. Land will be required for municipal reserve in industrial subdivisions.
4. Where industries are located adjacent to residential areas, extensive buffering will be required (e.g. vegetation, fencing, land requirements, berms).
5. Truck routes to the industrial park will not pass through residential areas and, if possible, the commercial core.
6. All industrial sites will be appropriately serviced (water, sewer, roads) before development is allowed. The Town will ensure, through development agreements, that developers be responsible for the provision of roads and utilities.
7. At the discretion of the Municipal Planning Commission, industries will submit proof that they will not detract from the natural environment before a development permit is granted.

Parks And Recreation



Goal: To provide park and recreation areas and to encourage the development of facilities which will serve the needs of all residents in convenient locations.



ISSUE I

The public is concerned about improving and making the optimum use of existing parks and recreation facilities.

ObjectivesPolicies

- | | |
|---|--|
| <p>A. To get the maximum use out of the existing facilities and park areas.</p> | <ol style="list-style-type: none"> 1. The Town will maintain all park land and facilities that it owns. 2. The Town will encourage full use of recreation facilities. Other activities, such as tennis and roller skating will be considered for use in the arena and curling rink so that those facilities can be utilized year round. 3. Older existing parks, such as the Kinsmen Park, will be rehabilitated through landscaping and the provision of recreation equipment for children and public benches. The Town will consult with professional park planners to achieve this end. 4. To facilitate an 18-hole golf course, the Town will encourage expansion of the present golf course in a westward direction across the river. |
| <p>B. To improve the maintenance and appearance of existing parks.</p> | |
| <p>C. To maintain community use of the school.</p> | <ol style="list-style-type: none"> 1. An agreement will be entered into by the Town with the County for continued community use of the school (e.g. adult and general interest courses, recreation) after school hours. 2. The Town will maximize recreational facilities provided by schools. |

Objectives

- D. To relocate the rodeo grounds to a more strategic location.

Policies

1. The Town will endeavor to relocate the rodeo grounds and its facilities when the need arises.



ISSUE II

A system of parks and recreation facilities for both active and passive use is needed to meet the needs of all socio-economic groups.

Objectives

- A. To determine a hierarchy of parks which vary in both size and function.
- B. To provide neighbourhood playground space for children in new development areas.

Policies

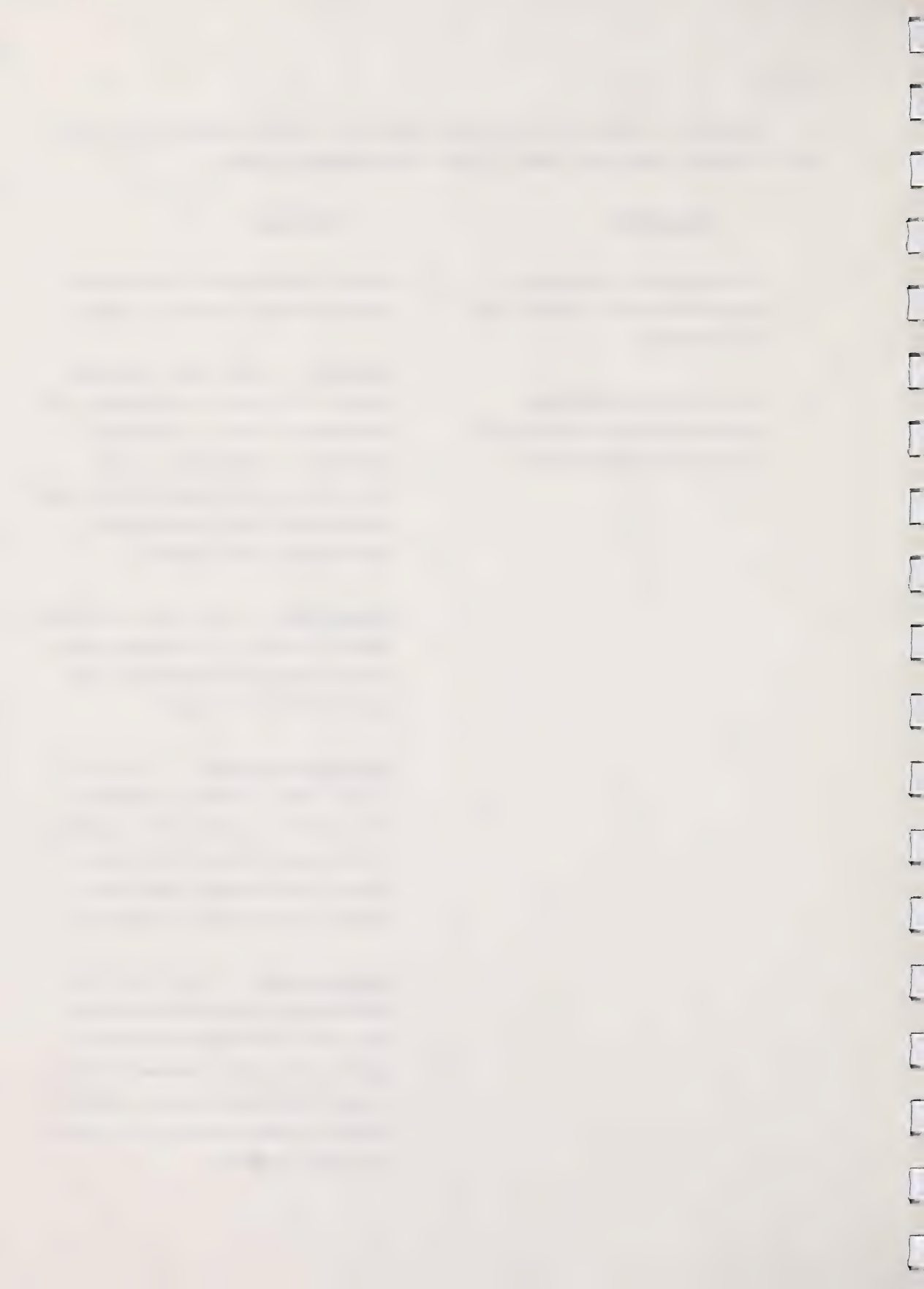
1. A park hierarchy will be adopted to include the following types:

Tot lots - will have a maximum size of 1/2 acre (.2 hectares), be designed for use by pre-school children, be dispersed in new residential developments and always incorporated into high density multi-family developments.

Playgrounds - will have a maximum size of 2 acres (.8 hectares) and be equipped and intended for use by children up to age 12.

Neighbourhood parks - will be no larger than 5 acres (2 hectares), intended for use by local residents of all ages within a few blocks distance and contain open space as well as recreation equipment.

Community park - will serve the surrounding area as well as the Town, and may contain areas for passive and active recreation such as park and picnic areas, baseball diamond, tennis courts, or a major multi-use facility.



Policies

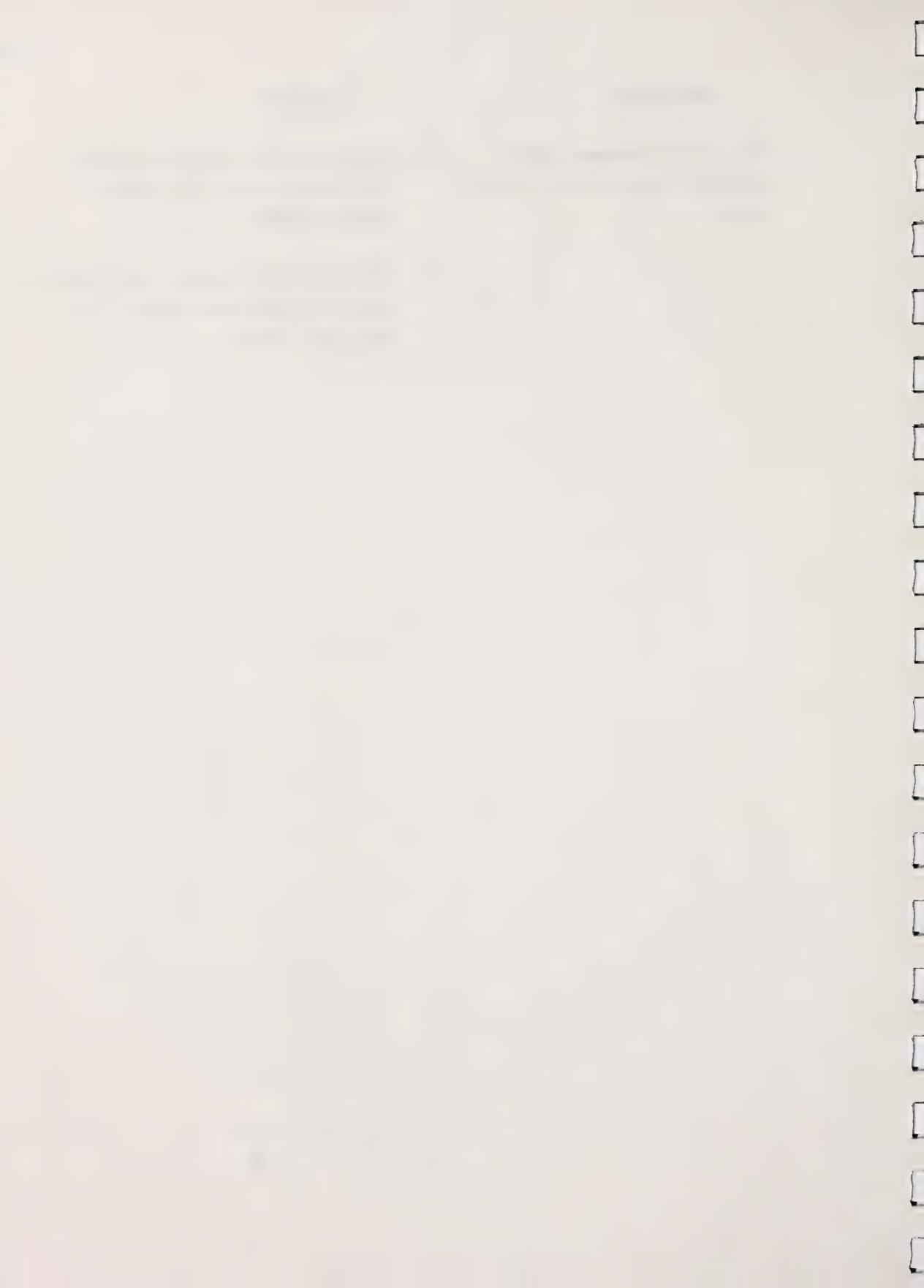
2. As allowed in the Planning Act, 1977, 10% of developable land in all new subdivisions will be required for municipal and school reserve. This could be in the combination of land or money, whichever is felt to be the most appropriate at the time of development.
3. Service clubs will be encouraged to enter into an agreement with the Town to develop or to provide some funding for development of new parks.
4. Prior to development, all new parks must have a schematic design or rendering that is approved by Council.
5. The Town will attempt to locate and encourage the development of a multi-use facility. The multi-use facility could incorporate the following activities under one roof:
 - arena
 - banquet hall
 - meeting rooms
 - day care centre
 - Early Childhood Services
 - theatre
 - cultural activities
 - racquetball courts
6. The Town will establish a horticultural nursery at a location approved by Council.



ObjectivesPolicies

C. To provide linkages between parks via walkways and bicycle paths.

1. All park areas in new residential developments will be linked by a walkway system.
2. The Town will develop a trail system along the river and ravine to be used year round.



ISSUE III

Barrhead has a beautiful natural water course and parkland. Intrusion of development into these areas should be minimized to preserve natural parkland areas and water courses.

ObjectivesPolicies

- | | |
|--|--|
| <p>A. To preserve and maintain natural water courses and other natural parkland as development occurs.</p> | <ol style="list-style-type: none"> 1. No development will be allowed which will detract from the natural environment by means of air, noise, water or visual pollution. 2. Existing tree cover will be preserved wherever possible and integrated in all cases of development or redevelopment. 3. Special features of the natural environment will be used to enhance new developments. 4. Land acquired through the subdivision process as Environmental Reserve will be preserved and integrated as a natural area into development plans for the area under subdivision. |
| <p>B. To provide adequate buffering between different types of land uses and between residential development and arterial roads.</p> | <ol style="list-style-type: none"> 1. Landscaped buffers (e.g. berms, trees, fences, land requirements) will be developed between arterial roads and residential development. 2. Buffers will be provided between residential development and commercial or industrial developments. |

Public And Quasi-Public



Goal: To ensure the provision and efficient utilization of public and quasi-public lands and facilities.

ISSUE I

As the population of Barrhead grows there will be pressure on existing public and quasi-public facilities to expand and for new ones to be constructed.

ObjectivesPolicies

- | | | |
|---|---|---|
| <p>A. <i>To provide adequate public and quasi-public facilities to meet the needs of an increasing population.</i></p> <p>B. <i>To ensure that public and quasi-public facilities and programs are located so that they have good access to a large population for maximum participation.</i></p> <p>C. <i>To allow future development space for public and quasi-public facilities, such as schools, in expansion areas.</i></p> | <p>1.</p> <p>2.</p> <p>3.</p> <p>4.</p> | <p><i>Public and quasi-public uses will refer to:</i></p> <p style="padding-left: 40px;"><i>community facilities</i></p> <p style="padding-left: 40px;"><i>institutional facilities</i></p> <p style="padding-left: 40px;"><i>medical facilities</i></p> <p style="padding-left: 40px;"><i>government facilities</i></p> <p style="padding-left: 40px;"><i>educational facilities</i></p> <p><i>The Town will investigate and make use of any Provincial or Federal Government assistance grants or programs intended for any public and quasi-public use identified above.</i></p> <p><i>The local school authority will be encouraged to get the maximum use of existing school by upgrading and expanding school facilities wherever possible, and by optimizing the use of classrooms and other instructional rooms.</i></p> <p><i>The Town will encourage the use of school facilities for other community needs (i.e. recreation, meeting space) when not required for educational use.</i></p> |
|---|---|---|

Policies

5. *If the local school authority determines that a school is required in new development areas, the Town will provide the local school authority with the amount of land required as a portion of the 10% reserve dedication and as agreed upon through negotiations.*
6. *School sites will be located as per criteria determined by the local school authority and approved by Town Council.*
7. *Any area designated for school use must be used for school purposes and will not be disposed of for other uses.*
8. *Any new public and government uses will be encouraged to locate in the Retail Commercial district.*



ISSUE II

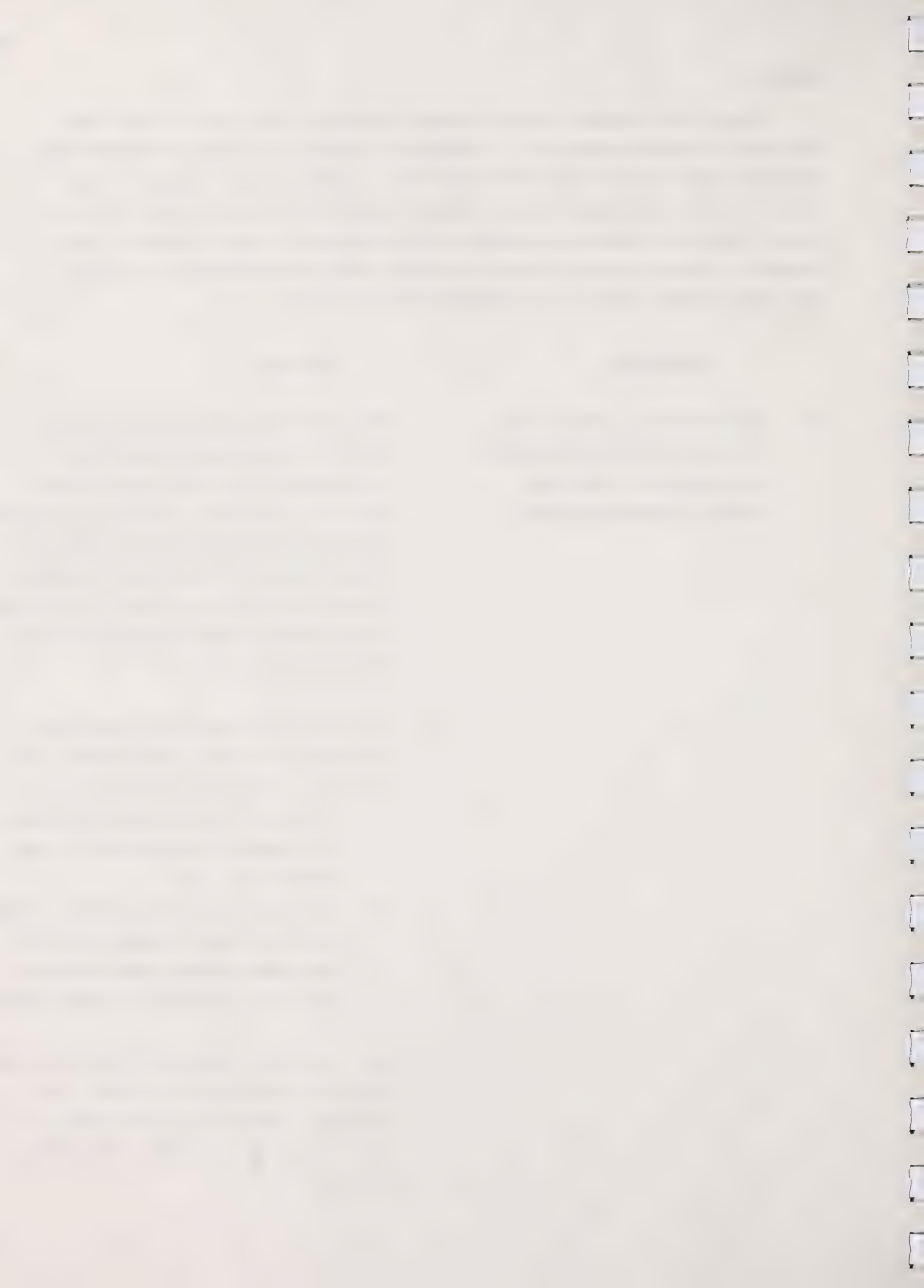
There are a number of single parent households which rely on day care and early childhood services. In addition, the cost of living has forced many married couples to both enter the work force to keep up with today's rising prices. It is anticipated many of these couples will have children. Thus, as living costs put increasing pressure on both parents to work, there will be a demand by working couples as well as single parent households for an infant day care program and early childhood services facility.

Objectives

A. To encourage a program and centrally located facilities for infant day care and early childhood services.

Policies

1. The Town will encourage and assist the E.C.S. group in searching for a location within the Town suitable for E.C.S. purposes. If such a location or facility within Town is unavailable at this time, the Town will recommend using the facility at Manola until such time a location and/or facility within Town is available.
2. The Town will encourage a permanent facility for E.C.S. within Town. The Town will recommend locating E.C.S.:
 - 1) in the old nursing home, provided the Hospital Board agrees to the future use; or
 - 2) in a new multi-use facility on the existing rodeo grounds, provided the rodeo grounds are relocated and a new facility is constructed.
3. When day care responsibilities are transferred to the Town from P.S.S., the Town will appoint a director who, in turn, will set up an infant day care program.



Policies

4. The Town will propose as the location of an infant day care centre the old nursing home or as part of a new multi-use facility, subject to the conditions above in (2).
5. The existing day care program (2 - 6 years old) will be encouraged to be maintained where it is until such time it too can be relocated.
6. The Town will set standards for privately run day care facilities.

ISSUE III

Barrhead has a fairly high proportion of senior citizens. For one reason or another, not all may wish to live in room-and-board accommodations. Thus, alternate senior citizens housing, such as self-contained units or condominiums, should be continued to be encouraged.

Objectives

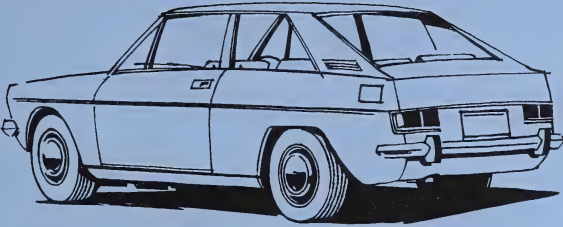
- A. To encourage alternate housing schemes for senior citizens.

Policies

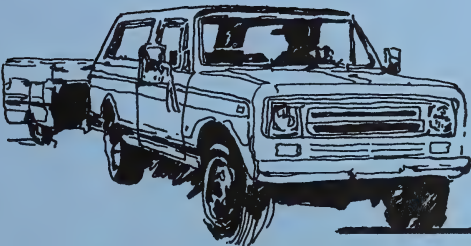
1. The Town will investigate the needs and requirements of senior citizens and assess the present housing arrangement in order to recommend a preferred alternative.
2. As part of their investigations, the Town will consider the following housing options:
 - a) stay at present house if able to maintain it;
 - b) new housing, perhaps using the zero lot line concept;
 - c) attached single story self-contained units; and
 - d) 3 - 4 story apartment building.
3. The location of new senior citizens housing will be within walking distance of shopping facilities, public facilities and park space.
4. The Town will continue to solicit Alberta Housing Corporation's involvement in providing alternate housing schemes for senior citizens.



Transportation And Parking



Goal: To provide a safe and efficient transportation network and sufficient parking for all types of land uses.



ISSUE I

The existing transportation network is or will be inadequate to serve future population levels and land uses and requires improvement. A hierarchy of roads is needed in order to ensure that sufficient right-of-way is provided to meet future needs.

Objectives

- A. To provide a safe and efficient transportation network through a hierarchy of roads consisting of:
- arterials
 - collectors
 - local roads
- in order to accommodate existing and future travel demands.

Policies

1. A hierarchical road system will be adopted as shown on the Transportation Network Map (page 47).
2. With respect to the various road classifications, the policies regarding function, right-of-way, design guidelines, compatible uses and related considerations are presented in tabular form on the following pages.

<u>CLASS OF ROAD</u>	<u>FUNCTION</u>	<u>RIGHT-OF-WAY</u>		<u>DESIGN GUIDELINES</u>	<u>COMPATIBLE USES</u>
		<u>MINIMUM/DESIRABLE</u>			
Arterial	Through routes which provide for swift movement of traffic.	80 ft (24 m) min.	100 ft (30 m) des.	Pavement width: 46 ft. (14 m)	All forms of commercial and industrial.
		For peripheral arterial roads: 150 ft. (45 m) min. 200 ft. (60 m) des.		Intersections of arterials should be spaced at a distance no less than 800 ft (240 m)	
	Distribute traffic between residential, commercial and industrial cores.				Buffered residential

Generally known as truck routes.

RELATED POLICIES

1. The Town will negotiate with the County for the right-of-way protection and subsequent development of arterial roads.
2. Highways 18 and 33 will be used as routes for commercial trucks and buses until peripheral routes are developed.
3. Industrial development fronting arterial roads must have a service road.
4. No residential frontage will be permitted on arterial roads.
5. No new residential developments will be permitted along arterial roads unless adequate buffering is provided.
6. Traffic and pedestrian control will be provided as required through signals, lane marking, crosswalks, signing and/or other appropriate control devices.
7. When crossing natural or physical barriers, provision will be made for protected walkways and/or bicycle paths.

CLASS OF ROAD	FUNCTION	RIGHT-OF-WAY MINIMUM/DESIRABLE	DESIGN GUIDELINES	COMPATIBLE USES
Residential	Collects and distributes traffic between neighbourhoods within the community, and serves secondary traffic generators such as the Central Business District.	66 ft. (20 m) min. 75 ft. (22 m) des.	Pavement width: 40 ft. (12 m) Access spacing of intersections between collectors or other local roads will not be less than 250 ft. (75 m).	All types of residential Parks, schools. Highway and retail commercial.
Industrial	Collects and distributes traffic from arterials to local industrial roads.	80 ft. (24 m).	Pavement width: 43 ft. (13 m) Access spacing of intersections between collectors or other local roads will not be less than 250 ft. (75 m).	Secondary Commercial. Industrial

RELATED POLICIES

- Streets and subdivision designs will be planned in order to minimize travel in residential areas.
- Multi-family developments abutting collector roads must provide either: a) increased right-of-way to allow for on-street parking and traffic movement; or b) a residential service road.
- Sidewalks will be provided on both sides of a residential collector.
- Although there is sufficient width on the industrial collector for parking, this would hinder turning movements and therefore will not be allowed.
- Provision for parking will be made on each industrial lot.

CLASS OF ROAD	FUNCTION	RIGHT-OF-WAY		DESIGN	COMPATIBLE
		<u>MINIMUM/DESIRABLE</u>		<u>GUIDELINES</u>	<u>USES</u>
Local	Provides direct	In laneless subdivisions:		Pavement width:	All types of
Residential	access to abutting properties.	66 ft. (20 m)		33 ft. (10 m)	residential
		In laned subdivisions:		Maximum length of	Parks, schools
		54 ft. (16 m) min.		cul-de-sacs:	
		66 ft. (20 m) Des.		350 ft. (105 m)	
Local	Provide direct	66 ft. (20 m)		Pavement width:	Industrial, Secondary and
Industrial	access to abutting commercial or indus- trial properties.			36 ft. (11 m)	Highway Commercial
					Parks

RELATED POLICIES

1. In areas where multi-family housing abuts both sides of the street, a collector will be constructed even though the traffic volumes may not warrant this standard. With increased population density, on-street parking increases. A collector street with its wider pavement allows traffic to pass freely regardless of parked vehicles.
2. In order that turning movements of large vehicles can be accommodated, on-street parking in the industrial park will be restricted.

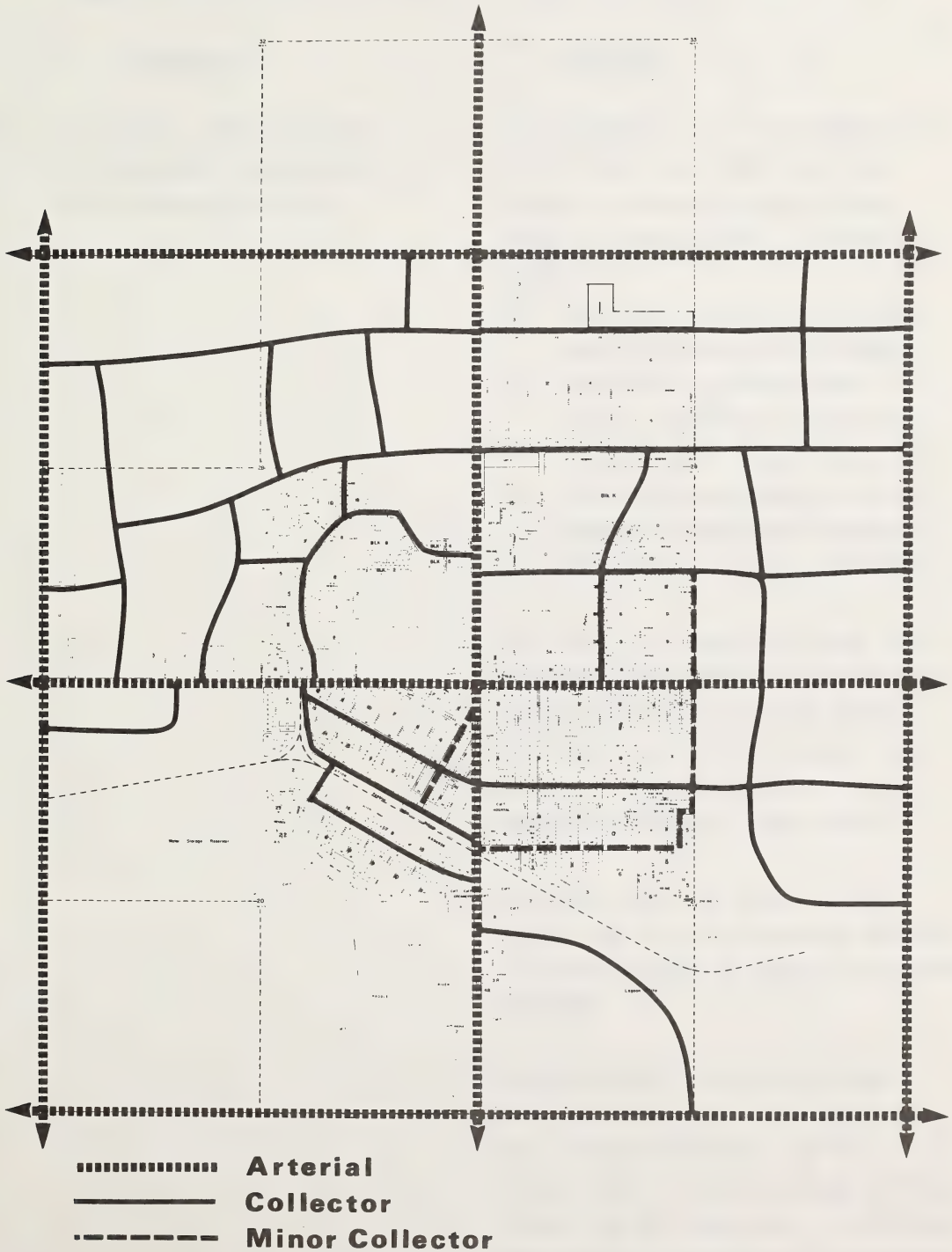
CLASS OF ROAD	FUNCTION	RIGHT-OF-WAY MINIMUM/DESIRABLE	DESIGN GUIDELINES	COMPATIBLE USES
Service Roads	Limits the number of access points off of an arterial road.	For industrial or commer- cial uses: 66 ft. (20 m)	Pavement width: for industrial or commercial: 33 ft. (10 m)	Industrial, Secondary and highway commercial.
	Minimizes conflicts in access to individual parcels of land.	For residential: 50 ft. (15 m)	For residential: 26 ft. (8 m)	In some cases, residential.

RELATED POLICIES

1. Service roads must be provided when development is adjacent to a highway or fronts on to an arterial road.
2. Service roads will be provided parallel to the highway or arterial road.
3. "Bulbing" will be provided at the access point between the service road and an arterial or highway.
4. The Town will negotiate development agreements with developers to assist in defraying the cost of service roads.
5. Parking will be provided on the lot for developments fronting service roads.

TOWN OF BARRHEAD

Transportation Network



ISSUE II

Adequate parking for all types of land uses must be provided.

Objectives

- A. *To provide adequate parking for employees and customers in the commercial core.*

Policies

1. *Angle parking will be maintained on 50th Street until such time the volume of traffic on that street makes it incompatible. In that event:

 - a) *parallel parking will replace angle parking on 50th Street;*
 - b) *off-street parking areas, either privately or Town-owned or both, must be provided; and*
 - c) *other parking options such as meters or multi-level parking facilities will be considered.**
2. *The Town will conduct a survey to determine the extent of employee and proprietor parking on 50th Street. The Town will consider setting time limits or other measures to limit employee parking on 50th Street.*
3. *Dependent upon the result of the above, the Town will consider hiring a By-law Officer for parking enforcement purposes.*
4. *Businesses shall provide parking off 50th Street for their employees (e.g. behind building, own lot, underground) to allow parking on 50th Street for customers only. Off-street parking will be provided in accordance with regulations concerning the type of land use and business operation.*

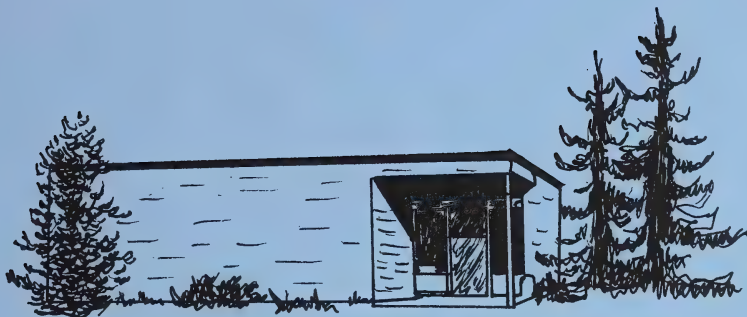
ObjectivesPolicies

5. *If the above space cannot be provided, businesses will be encouraged to rent space from either Town-owned land or from designated private parking facilities.*
6. *The Town will continue to charge new developments for off-street parking. The Town will review and re-assess their charge for off-street parking space so that the charge is realistic in terms of the Town trying to acquire off-street parking space.*
7. *The Town will negotiate with the business community to buy land for a parking lot in the commercial core.*
8. *The Town will pursue obtaining land for parking, both east and west of the existing core.*

B. To provide adequate parking in other areas.

1. *Overnight parking of commercial trucks on residential streets will be prohibited.*
2. *The Town will designate parking areas for commercial trucks.*
3. *Parking regulations will be enforced.*

Town Services And Utilities



Goal: To develop a phased expansion program of Town services and utilities to adequately meet the future needs of the Town.

ISSUE I

Barrhead has a high standard of Town services. It is important that this high standard be preserved.

Objectives

- A. To maintain and provide Town services such as streets and street-related improvements, fire and police protection and garbage collection, at a consistently high standard.*

Policies

- 1. Street maintenance and improvements will be actively pursued by the Town.*
- 2. In new residential subdivisions, developers will be responsible for providing street lighting, curb and gutter, sidewalks, paved roads (excluding lanes), and underground T.V. cable and telephone wiring. This will be pursued through a development agreement with the Town.*
- 3. The volunteer fire force will be maintained until such time as a full-time force is warranted.*
- 4. The airport and Imperial Lumber will be continued to be served by the Town's fire force, provided that an agreement continues to be in force.*
- 5. The Town will receive priority regarding fire protection services.*
- 6. Police protection will be continued to be provided by the Town. The Town will ensure the maintenance of a police force of a high quality.*
- 7. The Town will review the manner and method of residential garbage collection so as to ensure the most efficient and cost-effective service to residents.*

ISSUE II

Growth within the Town will put pressure on existing utility systems. The sewerage treatment system is designed for a population capacity of 7,000. Other services should be brought up to this standard.

ObjectivesPolicies

- | | |
|---|---|
| <p>A. To ensure that the existing utility systems are adequately upgraded and maintained.</p> | <p>1. The water distribution and sewerage treatment systems will be monitored by the Town to determine when they are nearing capacity.</p> |
| <p>B. To provide services that will keep pace with growth.</p> | <p>2. The Town will plan for continual upgrading of the water treatment system to a design population of 7,000.</p> |
| <p>C. To ensure the community grows in such a manner as to allow the orderly and economical extension of utility systems.</p> | <p>3. Phasing of new developments will be based on the following criteria:</p> <ul style="list-style-type: none"> a) new development will be contiguous with previous development; b) municipal services should be able to be extended easily; and c) new development will not exceed the servicing capacities of the utility systems, including peak fire protection flows. |
| | <p>4. Extending service systems through undeveloped land, i.e. leapfrogging, is expensive and will be avoided where possible.</p> |

ObjectivesPolicies

- D. To ensure necessary Town budgeting for service upgrading and expansion.
- E. To ensure that developers contribute to servicing costs.

1. The Town will ensure that, if up-grading or extension of the utility systems is required, such changes will be properly staged so as to avoid major financial difficulties.
2. The Town will determine a budget and grants program to meet the financial requirements of utility expansion.
3. Developers will be expected to provide or pay for the installation of utilities (e.g. power, gas, water, sewer) in unserviced areas. This will be pursued through a development agreement with the Town.
4. Off-site levies, to be determined at the time of the development agreement, will be assessed in all new developments - residential, commercial, or industrial - for expansion of water, sewer and storm drainage systems.
5. The Town will retain a municipal lawyer to look after and negotiate their best interests in development agreements, off-site levies, and other municipal matters.

ISSUE III

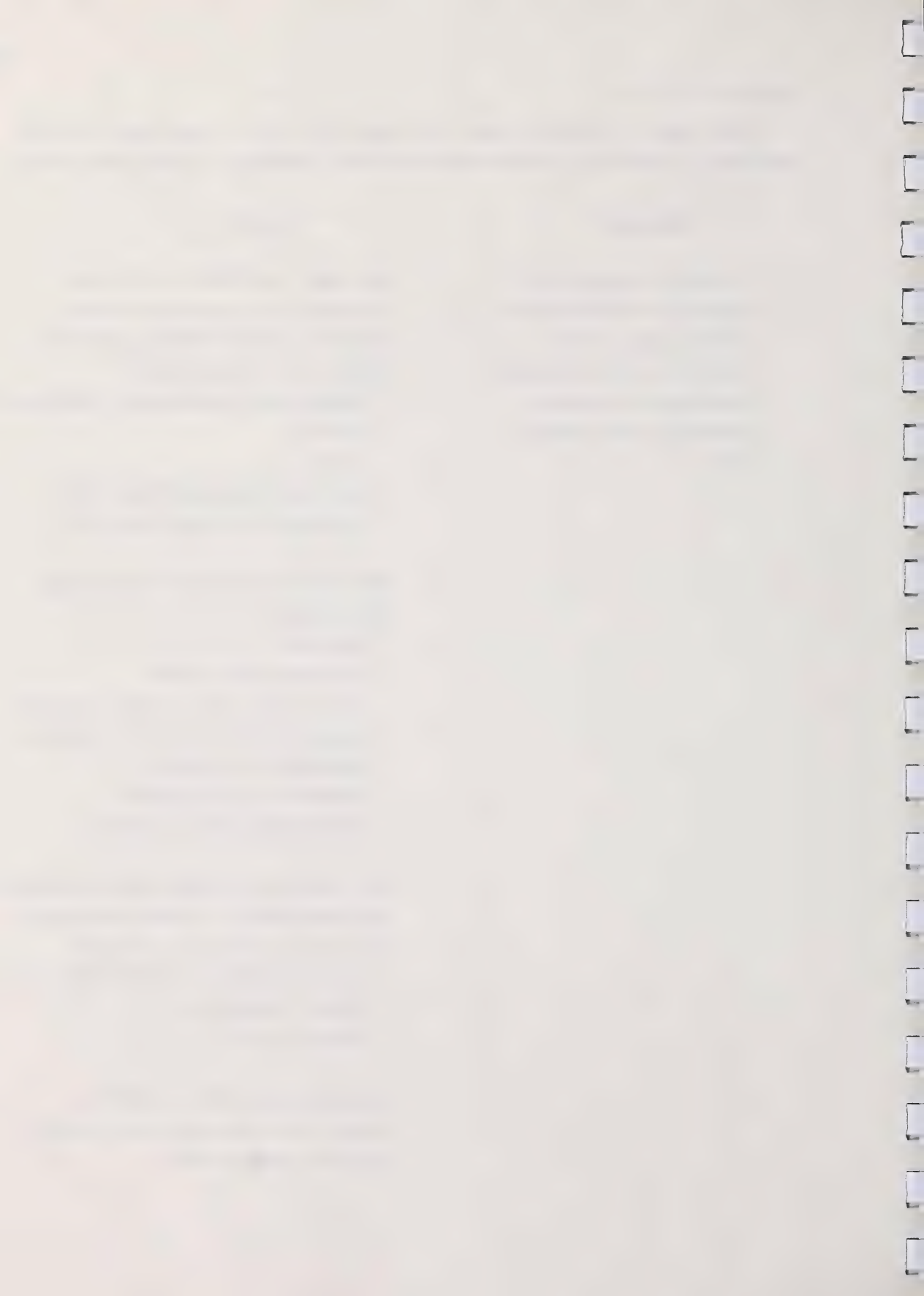
With today's increasing costs, the Town will have to stage expansion and upgrading of services, programs and facilities according to fiscal priorities.

Objectives

- A. To ensure upgrading and expansion of service and utility programs and facilities are carried out according to financial priorities and capabilities.

Policies

1. The Town, starting in 1981, will establish a 5 year capital works budget to outline fiscal priorities, taking into consideration:
 - landbanking (residential, industrial)
 - housing
 - parking
 - parks and recreation facilities
 - expansion of utility services
2. The Town will establish operational priorities for:
 - day care
 - recreation facilities
 - streets and street-related services
 - protective services (fire, police)
 - promotion of the Town
 - promotion of the airport
 - miscellaneous town services
3. The Town will continue, in conjunction with the County, to establish priorities for the following services:
 - Preventive Social Services (P.S.S.)
 - Airport Commission
 - Swimming pool
4. In considering fiscal priority, Council will determine public and/or private responsibility.



Fringe Development



Goal: To protect the Town from the effects of rural development which are not compatible with urban development.

ISSUE I

A competing land development in the rural area, such as country residential, mobile homes or industrial development, may seriously disrupt development expectations and phasing in Barrhead. Such developments would use the social, educational and recreational services, thus meeting the capacities of such services and facilities at the expense of future Town population growth. Therefore, scattered urban development in rural areas should be discouraged.

ObjectivesPolicies

- A. To preserve farmland not needed for orderly expansion of the Town.
- B. To discourage agricultural uses which would be obnoxious to the Town's residents.
- C. To minimize the costs on the Town's residents in providing services to a rural population.

- 1. The Town will actively support the following recommendations:
 - a) Existing agricultural pursuits should be encouraged within a five-mile (8 km.) radius of the Town. At the same time, development should be controlled in such a way so as to minimize the costs of rural to urban conversions.
 - b) To ensure the above, the County of Barrhead should ensure that their Land Use By-law will guarantee that proposed developments within a five-mile (8 km.) radius of the Town of Barrhead will be referred to the Town for comment prior to development.
 - c) In addition, parcel sizes should be kept as large as possible, and rights-of-way grouped in corridors and/or laid out in accordance with plans mutually agreed upon by both the Town and County.

ISSUE II

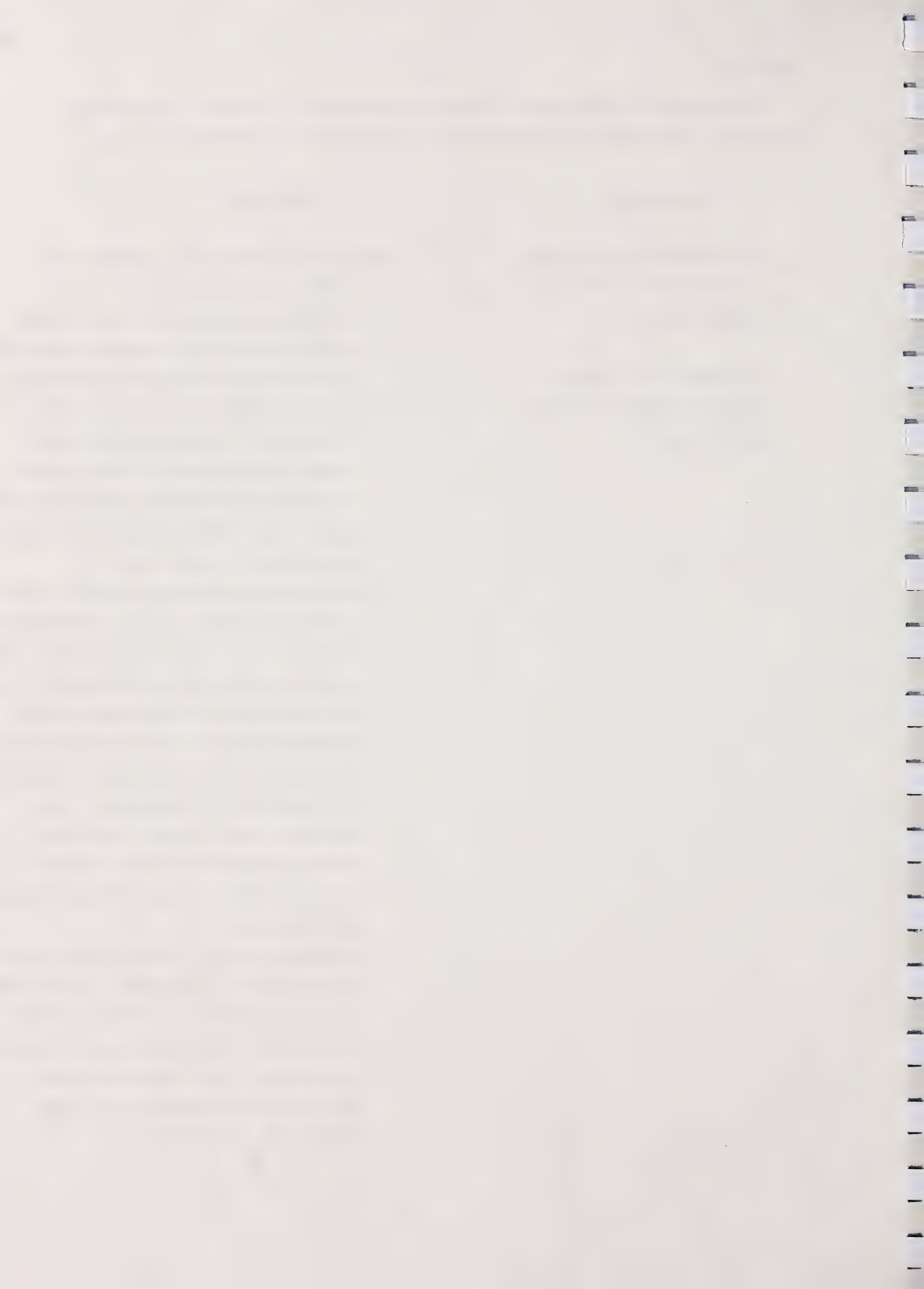
The airport is an asset and has the potential to attract and promote industrial and commercial development in the Town and surrounding area.

Objectives

- A. To maintain and upgrade, when required, the Barrhead airport.
- B. To establish criteria for development abutting the airport.

Policies

- 1. The Town will actively support the following recommendations:
 - a) The Town, jointly with the County, should maintain and operate the airport through an Airport Commission.
 - b) The Town should mention the fact they have an airport within easy commuting distance to Town in any articles or brochures about the Town and in any advertisements for industrial development in the Town.
 - c) The County of Barrhead should ensure that an Airport Vicinity Protection Area (A.V.P.A.) is established. The A.V.P.A. will ensure the health, safety and welfare of residents living adjacent to or in the vicinity of an airport by outlining compatible and incompatible developments. Once enacted, the A.V.P.A. should be administered through the development approval process by the County of Barrhead.
 - d) Expansion of the existing golf course to 18 holes is preferred, but in the event it cannot be accomplished on the present location, a new site near the airport that conforms to the A.V.P.A. development regulations should be considered.



ISSUE III

The Town of Barrhead presently leases approximately 160 acres near Thunder Lake. This area has the potential to provide a main source of recreation and scenic beauty for the Town.

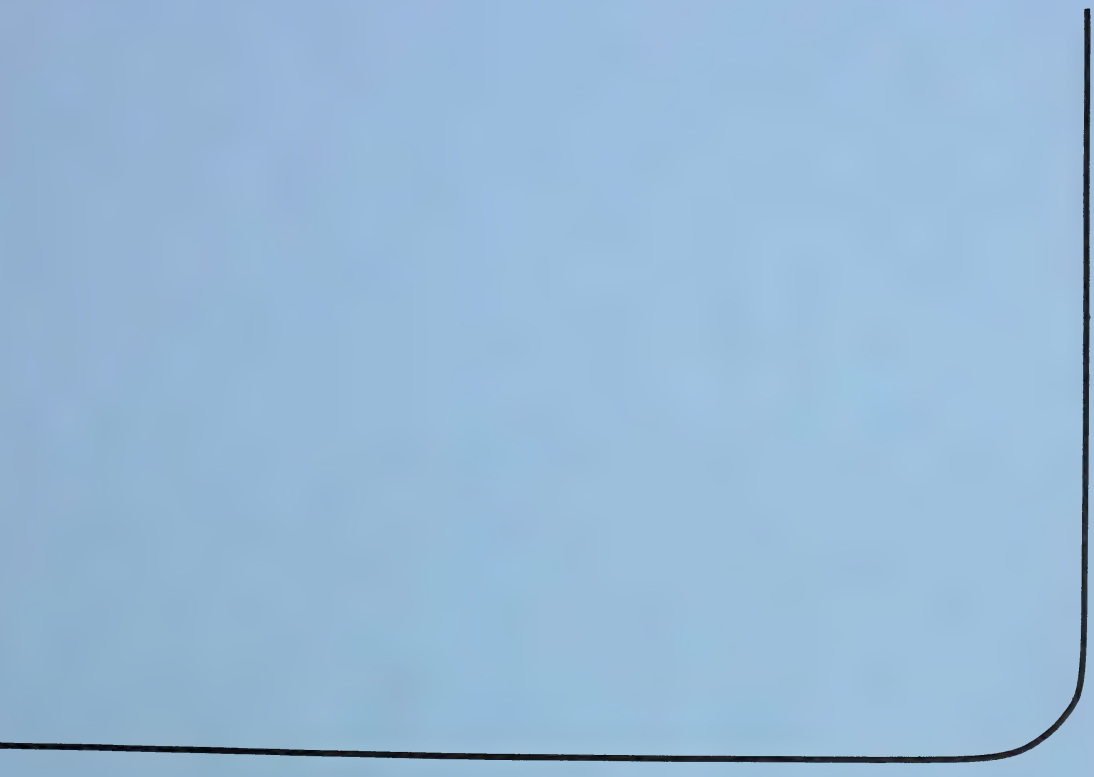
Objectives

- A. To preserve the natural beauty of this area (S.E. 29-59-5-W5) by restricting developments to recreational uses.*

Policies

- 1. The Town will continue to lease the SE 1/4 29-59-5-W5 from the relevant Government Department for recreational purposes.*
- 2. The Town will consider development proposals from interested recreational groups to develop compatible recreational uses on the leased land.*
- 3. Any development will use the natural environment as the source of recreational activity (e.g. hiking and ski trails; camping, picnic, and park areas, etc.). Development must be consistent with the land characteristics and topography (i.e. trees and hills preserved as much as possible).*
- 4. The Town will negotiate with the County for joint development of this land for park and recreational uses.*

Plan Implementation



Once adopted by Council, the policies and guidelines in this plan will be implemented by the following means:

1. General Municipal Plan

The first means of implementation is the plan itself. The General Municipal Plan is the primary planning document whose purpose it is to foster orderly and efficient land use development in Barrhead. Where other agencies become involved in planning matters with the Town Council (e.g. Town-County discussions concerning development applications), the General Municipal Plan will be considered by the outside agency as the basis for planning in the Town.

2. Land Use By-law

With the adoption of the General Municipal Plan, the present Land Use By-law will be amended so that it conforms to the General Municipal Plan. The Land Use By-law will regulate and control development through various land use districts. It will state the standards and conditions for development in each of the land use districts. Thus, the Land Use By-law is a second means of implementing the intentions of the Plan.

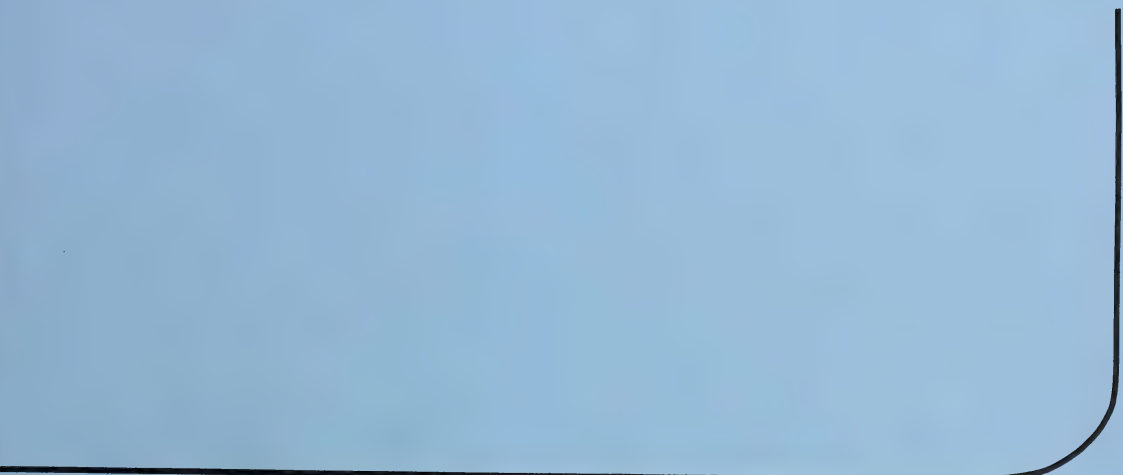
3. Subdivisions, Area Structure Plans, Area Redevelopment Plans

The processing of Area Redevelopment Plans, Area Structure Plans, and plans of subdivision are a third implementation measure. Based on the principles and policies contained in the General Municipal Plan and conforming to the regulations and provisions contained in the Land Use By-law, these Plans are more specific and detailed in nature. They will define the proposed land uses, public roadways, public utilities and other services of the area, the location of reserve land, and the recreational and school facilities likely to be required.

4. Development Permits

A fourth implementation measure is development permits. The Development Officer shall ensure, through development permits, that all developments conform to the policies, development procedures, and specific development standards and conditions set out in this Plan and established from time to time by Town Council.

Plan Review And Amendment



The establishment of a plan review program together with constant monitoring of developments and changes (population, economic, social, physical) can assure the relevance of the plan policies. The planning committee, or a part thereof, or the Municipal Planning Commission will be responsible for monitoring purposes.

Plan reviews may be necessary due to economic fluctuations, above average rates of growth, or a change in long-term priorities. Minor reviews of the plan will be undertaken when required. In the event future changes make the goals, objectives and policies irrelevant or unrealistic, a complete review will be carried out with the intention of evaluating the degree of achievement in the original plan. This is a necessary prerequisite to the formulation of issues and subsequent goals, objectives and new policies. A formal review of the General Municipal Plan will be conducted by 1985.

From time to time, minor amendments may be necessary as public works or subdivisions are proposed which do not conform to the development policies in the General Municipal Plan. When an amendment to the plan is contemplated, Council will ensure that the proposed change does not prejudice the rest of the policies or is in conflict with the individual goals, objectives and policies.

At the discretion and direction of Council, the following planning studies will be considered in the future:


1. An engineering study to evaluate the development potential of residential expansion areas.
2. A need study, conducted by Alberta Housing Corporation for landbanking for residential and industrial purposes.
3. A downtown redevelopment plan to co-ordinate and detail redevelopment proposals, consistent with the General Municipal Plan and the Town's intentions.
4. An update of the Recreation Master Plan to include such items as the location and development of bicycle paths and pedestrian walkways, trails along the riverbank, and proposals for the land under lease at Thunder Lake.

5. A rehabilitation study of older parks, assisted or conducted by professional park planners, to improve their appearance through landscaping and recreational equipment for passive and active use.
6. A feasibility study for the location and development of a multi-use facility.
7. A facility feasibility study for infant day care and/or Early Childhood Services when day care responsibilities are handed over to the Town.
8. A transportation study to monitor traffic movement on 50th Street and along other major roads, and to detail downtown parking proposals.

Future Land Use

TOWN OF BARRHEAD

- SF Single Family
- MF Multi-Family
- MH Mobile/ Modular Home
- RC Retail Commercial
- SC Secondary Commercial
- HC Highway Commercial
- I Industrial
- PR Parks & Recreation
- P Public & Quasi-Public
- U Utilities

1" = 600' 

SF - MF - MH

HC

PR

SC

I

P

SC

HC

P

PR

RC or HC

SC - HC

PR

SF - MH
Blk. K.

SF

PR
BLK. 8

ME

SF - MF - MH



N.L.C. - B.N.C.



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